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American Railroad Journal.

New York Saturday, January 15, 1870.

The Darien Canal Project.

The degree of success which has attended the completion of the Suez Canal, and its opening to the trade of Europe and the East, has invested the scheme of an inter-oceanic ship canal across the Isthmus of Darien with a new interest for the American people. It will be remembered that Secretary Seward, as head of the Department of State under the last administration, took an active interest in the project and commissioned Mr. Caleb Cushing to proceed to the State of Colombia to negotiate the necessary treaty with the government of that country; but although the mission was successful in accomplishing the object sought, nothing of practical importance resulted from it. The project, however, has not been abandoned by the Government. President Grant in his recent message calls especial attention to the fact that negotiations have been resumed with the Colombian Government, and urges the importance of the work, to aid which a naval expedition will shortly be sent to make thorough and careful surveys of the several passes of the Isthmus deemed practicable as routes for the projected canal. The deep interest manifested in the scheme by the government and the people of the United States, has led most writers on the subject of an Isthmian route to the Pacific, to regard the canal as an accomplished fact and to overlook the many serious, if not insurmountable, obstacles in the way of the successful completion of the work, even if it should ever be fairly undertaken. We have carefully examined the subject with the assistance of the best authorities, and are convinced that the difficulties, which will present themselves on a careful survey of the Isthmus, are so great as to render it doubtful if our capitalists can ever be induced to engage in the work.

In the first place, it should be remembered that the only route for a canal deemed practicable by those best acquainted with the topography of the country, is the pass now occupied by the Panama Railroad; and also that the Colombian Government cannot grant a right of way across the Isthmus except upon terms which the projectors of a canal would be loth to accept. The railroad company have acquired certain rights and privileges which any other company or corporation proposing to establish communication across the Isthmus will have to purchase, or pay damages to the road in proportion to the extent to which it is likely to injure its business. In the contract between the Colombian Government and the Panama Company, reformative of that of April 5th 1850, it is provided as follows:

The Government of the Republic binds itself during the time in which the exclusive privilege which is conceded to the Company for the working of the railroad remains in force, not to construct for itself, nor to concede to any person or company, by any title whatever, the power to establish any other railroad on the Isthmus of Panama; and it also stipulates that while the said privilege continues in force the Government shall not have the power of undertaking for itself, nor of permitting any person to undertake, without the concurrence and consent of said Company, the opening or working of any maritime canal which may unite the two oceans across the said Isthmus of Panama, to the westward of the line of Cape Tiburon on the Atlantic and of Point Garachine on the Pacific. But it remains stipulated that the right which is conceded to the Company to give its consent does not extend to its opposing the construction of a canal across the Isthmus of Panama (except upon the route of the railroad itself) but only to its exacting an equitable price for such a privilege and an indemnification for the damages which the Railroad Company may suffer by the rivalry or competition of the canal.

If the sum which may be demanded by the Company shall not appear equitable to the Government of the United States of Colombia, then it shall be fixed by arbitrators in New York or Panama, one to be named by the Government, the other by the Company, and in case of their not agreeing, the two shall name a third, whose decision shall be without appeal. In pronouncing their decision the arbitrators shall take into consideration the grounds upon which the Company rests and the information which the Government shall give upon the matter, and in view thereof shall decide, without appeal, as they may deem most just and equitable. The sum, whatever it may be, which shall be finally designated, shall belong one-half to the Railroad Company and one-half to the Government of Colombia.

As the opening of the ship canal across the Isthmus would, of course, destroy the value of a road that has no local traffic to sustain it, an equitable decision of the arbitrators would probably allow damages to its full value—at least $25,000,000. As no company would be willing to pay so heavily for the privilege of beginning so costly a work, a difficulty presents itself at the outset which could not readily be overcome.

Another great difficulty in the way of cutting a ship canal at this point is the want of suitable laborers, who could resist the fatal influence of the climate. The experiences of the Panama Railroad Company in this matter show that to supply this want would be almost, if not wholly impossible. Colonel Totten, the engineer of the railroad, basing his calculations on his own experience and a thorough knowledge of the topography of the country, has given it as his opinion that, to build a canal in twenty years, a working force of at least 15,000 men would be needed. This would require an aggregate of more than 200,000 able bodied laborers, allowing for the desertion, sickness and mortality. The poisonous malaria that renders the climate of Central America fatal to whites is so generally known, that it would be difficult to persuade many Americans

to engage in the work, even if the most liberal inducements were offered. Natives could not be procured in sufficient numbers; Europeans would not be able to resist the influence of the climate; coolies would not pay the cost of importing them, if the experience of the railroad builders be taken as a test; and Jamaica negroes are not worth their rations as laborers. The only source, then, from which a suitable force of men could be obtained, is Africa, and if it should be necessary to press the natives of that country into the service, we should be reviving the most objectionable features of the old slave trade. To do this would require the consent of every European Government and, if carried out, would establish the dangerous precedent of a recognized and open trade in negroes.

But besides this difficulty in the way of building the canal, others exist touching its practical utility when finished. Of these the most important, perhaps, is that it would be available for steamers only; it being evident that, under ordinary circumstances, sailing vessels could follow the old route round Cape Horn more safely and profitably. The reason for this is that vessels would not only have to be towed through the canal but, before they could be fairly started on their voyage across the Pacific, it would be found necessary to tow them from one hundred and fifty to two hundred miles out to sea. The entire section of coast from the Equator to 15° north latitude is free from winds available for sailing vessels. Geographically it is known as the region of the Southeast and Southwest monsoons, and extends from 9° south latitude to the Equatorial calm belt which touches the western coast of Tehauntepec, about 15° north latitude; and longitudinally, from 78° to 119° west from Greenwich—including the entire western coast of Central America, Darien, Colombia and Equador. During most of the year this is a region of perpetual calms or light, baffling winds. To avoid being becalmed, it is necessary for vessels following the coast to keep nearly 200 miles to sea, to avail themselves of the Northeast and Southeast trades. This renders the bay of Panama far better adapted to steamers than sailing vessels, the latter being sometimes six or eight weeks, and often longer, in getting out to sea. If what we have said is true, the canal project does not promise to prove in all respects a commercial success, as most of the vessels engaged in the trade which it is designed to accommodate could follow the old routes more safely and with a saving of expense that would compensate for the additional time consumed in the voyage.

In addition to these objections the engineering difficulties to be overcome are very great. To meet these would involve an expenditure of several hundred millions, at least; and, considering the fact that the canal, when finished, would be only in part adapted to the uses for which it is intended, the practical question arises, will it pay for any one Government or company of private capitalists to undertake the work. It appears to us that it would not. Besides, we already have a railroad across the Isthmus which is capable of transporting freight at a cost but little greater, if any, than would necessarily be charged for canal tolls, towage and increased insurance premiums. With this road, the Pacific Railway and other trans-continental routes now building or in contemplation, all of which certainly afford ample facilities for the limited trade that would follow the canal, the project is not one on which our Government or people can look with very great favor, as promising sufficient benefit to warrant the necessary outlay. Aside from the engineering difficulties peculiar to Darien, the objections we have mentioned apply with equal force to any canal that may be built, or attempted, South of Tehauntepec; and although the construction of such a work would, doubtless, be highly gratifying to our national pride, we cannot afford at the present time to indulge a spirit of emulation without a prospect of reaping greater and more satisfactory results than are likely to follow an attempt to build an Isthmus Canal. Although the Government favors the project, it does not propose to grant pecuniary assistance, nor is it likely to do so. Under these circumstances we doubt if the naval expedition now fitting out will accomplish any more permanently beneficial results than the acquisition of more definite information concerning the geography of the Isthmus and the conformation of the mountain range that traverses its entire length.

Boston and Providence Railroad.

The earnings of this road for the fiscal years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$657,878 18	$724,849 96
" freight	467,096 96	503,512 24
" rents.....	15,678 50	14,483 10
" expresses.....	18,868 03	22,296 42
" mails	9,411 25	9,640 00
" interest received	.....	3,359 16
" dividends "	2,516 00	2,400 00
	$1,171,448 92	$1,280,360 88
Expenses, viz:		
Coal, wood and water..	$96,391 11	$84,342 68
Repairs of railroad....	83,902 58	77,883 07
New sleepers.....	18,063 81	20,353 86
New iron	61,372 24	73,694 86
Repairs of locomotives.	74,215 67	73,404 06
" cars.....	62,978 67	78,661 92
" stations, etc.	48,897 29	70,703 95
" bridges.....	10,665 15	12,031 55
" fences.....	5,237 01	4,010 78
Snow account.....	3,532 55	864 51
Gratuities and damages	11.002 74	7,599 76
Passenger expenses...	103,796 77	102,913 49
Freight " ...	119,581 16	124,331 91
Miscellaneous " ...	44,609 60	6,961 73
Switch and gatemen...	25,133 59	25,647 10
Taxes and insurance...	23,469 31	26,517 17
Oil and waste.....	11,846 37	13,495 73
	$774,195 62	$803,418 13
U. S. and State tax....	67,419 99	73,261 37
Interest paid.....	951 66	.....
Total.....	$842,567 27	$876,679 50
Net earnings.....	$328,381 65	$403,681 38
Add balance from previous years....		408,415 09
Total.....		$812,096 47
From which deduct—		
Dividends July 1, 1869, and January 1, 1870, 5 per cent. each		$336,000 00
Consolidation of "Sound Lines" and final adjustment with Providence, Warren and Bristol Railroad.....		32,500 00
Improvements at India Point, Providence		32,981 78
Balance to new account.....		410,614 69
Total, as above.....		$812,096 47

Compared with the previous year the gross earnings show an increase of $108,911 96; with an increase in expenses of $34,112 23—making the increase in net earnings $74,799 78. The report says:

While the receipts for the year have thus increased to a larger sum than in any former year during the existence of the corporation, the net earnings have been greater than in any corresponding period in a still larger ratio. The increase of the gross receipts has been more than nine per cent. over those of the preceding year, against an increase in the operating expenses of a small fraction over four per cent.

There have also been paid from the receipts certain extraordinary expenditures, as shown by the accounts, amounting to more than five per cent. of the gross income, while the amount of material on hand is larger than remaining at the close of any preceding year.

There have been added to the equipment of the road during the year two new locomotives.

Four new passenger cars for our local trains, in addition to the first-class equipment, nearly new, which was taken by us on the discontinuance of the Bristol train, together with our proportion of four new cars built expressly for the "Shore Line," have given us such largely improved accommodations in this important department, as to require but little addition, which has already been contracted for, to make it in every respect complete and satisfactory.

We have also added to our rolling stock twenty-nine new freight cars, to meet the requirements of this department, the returns from which exhibit the gratifying fact of a net gain in the receipts over the previous year of more than $30,000, notwithstanding the sum of more than $48,000, the amount of the freight receipts of the "Bristol Line," now discontinued, was included in the receipts of the former period.

We have purchased and re-rolled during the year 1,550 tons of iron and steel rails, of which there has been laid all that the proper renewal of the superstructure has required, leaving a considerable quantity on hand for the supply of another year.

There have been erected two new passenger depots, one at the Foxboro' and one at the Mount Hope Station.

By authority of an act of the Legislature, and in accordance with a vote of the stockholders, passed at their last meeting, a subscription has been made, and the assessments thereon paid, on behalf of the corporation, for 150 shares of the capital stock of the Mansfield and Framingham Railroad Company. The additional connection which the completion of this enterprise gives to us at Mansfield, especially in the transportation of coal and other freight from our eligible tidewater at India Point, into the manufacturing region which it opens to us, has added to the inducements already existing, for placing our valuable territory at that point in a condition to secure to us the most remunerative returns. At this terminus of the road, where for obvious reasons, it is more valuable to us than if it were at our terminus in Boston, we have more than fifteen hundred feet of river front, the most favorable in location, and with the deepest water, in the harbor of Providence.

An order of the City Council of Providence the past year required us to change the location of our street track from India to Fox Point, and to relay and repave the same in a prescribed manner with cube paving, nine feet in width. The larger portion of this work has been done, and upon its completion an arrangement will be made with the Providence, Warren and Bristol Railroad Company, for its joint use with us on just and equitable terms.

The inconvenient and inadequate structures for carrying on our freight business in Boston, some of which are coeval with the building of the road, while others have been erected as temporary expedients as its business has increased, and being

of wood are more exposed to the perils of fire, and all of them so situated as to subject us to great inconvenience and large expense in the handling of our freight, have been the subject of complaint and discussion for several years. The directors have at length determined that the interests of the corporation will not admit of longer delay in the erection of a spacious and commodious freight house, in which all our freight can be handled under one roof, with a great saving of expense, and in the most convenient and expeditious manner. The foundations of this long needed structure have been laid, and it will be pressed to completion early in the present year.

Several purchases of real estate have been made during the year, beside those on the line of the road between Boston and Readville for the construction of the third track hereinafter referred to. The principal of these is a tract of about 32,000 feet, added to our station grounds in Boston, to replace that portion of our territory taken by the city for the widening and extension of certain streets. We have acquired, also, at very reasonable rates, three parcels, comprising about 170,000 feet, near our machine shops, which were required for their protection, and probable future extension. At Foxborough, the land for the new station house, and at Mansfield two lots necessarily required for our increasing freight and the new connection of the Mansfield and Farmingham Railroad, have all been obtained upon the most favorable terms. All these improvements and purchases have been paid for from our receipts, and without incurring a dollar of debt, to be a charge upon the earnings of future years.

In reviewing accounts of the past year, the most gratifying feature to be observed in them is the large proportion they exhibit of the receipts from the local or way traffic, compared with the whole business of the road. While they show, as derived from this source, nearly 63 per cent. of our entire receipts, the proportion of the net gain in income from passengers and freight for the year, from the same source, is 93.35 per cent. It is almost needless to say, with the history before us of the errors of railroad management in this country and in England, and the disastrous results that have flowed from them, that it is this department of its operations to which every railroad corporation must look for its main and most reliable resources in the present, and the only stable foundation of its prosperity in the future.

No managers, having control of one of these quasi public corporations, established by the govment for the promotion of the public interests in the increased facilities of transit and transportation, as well as for those of its stockholders in the earning of dividends, can afford, nor indeed have the right, to ignore, or be indifferent to, the claims of the people living and transacting their business on the line of its road, to the largest and most liberal accommodations which a just and reasonable reference to the interests of its stockholders will permit. This is not only a proper recognition of the true relation it bears to the public, but it is the wisest policy for the corporation itself. By a constant advance in this direction, multiplying the number of its trains, improving its station houses and equipment, and maintaining a rate of commutation fare between the suburban towns through which the road passes and its terminus in Boston, ranging from nineteen to forty-nine per cent. less than that of any other railroad leading from the metropolis, this corporation has helped to build up villages along its line with marvellous rapidity, and thereby largely increased its prospective and permanent sources of income. With enlarged depot accommodations, which the condition of many of our ancient and dilapidated structures demand should be renewed, and the erection of new ones in localities where the increase of business and population require them, there can be no reasonable fear that every well considered expenditure in this direction will be as remunerative to the stockholders, as will be promotive of the prosperity and comfort of these growing and thriving communities.

To carry out this policy in the most effective manner, and give to those who are in daily use of the road in passing between their places of business and their suburban homes every practicable accommodation, without subjecting the through passengers to the delay and annoyance of stopping at every station in the vicinity of Boston, the directors have determined upon the construction of a third track for the convenience of this short travel. They accordingly applied to, and received from, the legislature, at its last session, the requisite authority to take a sufficient quantity of land for this purpose, and were further authorized, in the same act, to increase the capital stock to an amount sufficient for this object, as well as for all expenditures for depot purposes that the needs of the corporation may require. A portion of the land for this improvement has already been purchased, and negotiations are in progress for other parcels, which, it is hoped, will be satisfactorily concluded at an early day, without the necessity of resorting to the legal tribunals to determine its value. The rails, which it is proposed shall be of steel, as being subject to the most constant wear, have been contracted for deliverable in season to be laid the coming year, and when the work is consummated, and all the advantages it offers to the residents on the line shall be realized, it cannot be doubted that the eligible building sites in that direction, as salubrious and inviting as any in the vicinity of Boston, now unimproved, will soon be as rapidly occupied by an enterprising population, who will become our daily passengers, as those of which the thriving town of Hyde Park is so notable an example.

While thus fostering the local business of the road, which is sure to give it a constantly increasing and a self-sustaining value, the directors believe they are reflecting the judgment, as they feel confident they are advancing the interests, of the stockholders. They believe that a resolute adherence to this general policy, of giving assiduous attention to the building up of a legitimate business between its own termini, although it may attract less public notice, and be regarded with less favor by speculative operators in railroad property, than the attept to carry out imposing schemes of what is termed railroad enterprise, many of which are apt to leave the property of the stockholders with no value at all, will approve and justify itself to those who hold its shares as a permanent and reliable investment.

At the same time, the directors have not been unmindful of the importance of their connections for the through freight and passenger business, which constitutes so valuable a source of our revenue. By an arrangement made with the several railroad and steamboat companies, comprising the "Sound Lines," so-called, between Boston and New York, which was rendered indispensable as a means of terminating the ruinous competition from which they all suffered so severely the previous year, the eastern terminus of the steamers "Bristol' and "Providence" was changed from Bristol to Fall River at the commencement of the season. The terms of this arrangement, while it left to us our long-established connection by the "Stonington Line," whose excellent equipment and management, with its staunch and commodious steamers, commend it to the favor both of the traveling public and the shippers of freight, together with our land line by the "Shore Route," which is fast growing in importance by the construction of the bridge across the Connecticut River, soon to be completed, secured to us also for a series of years a remunerative interest in all the through passenger business of the "Fall River Line." The experience we have had of its results during this, the first season of its operation, satisfactorily shows that it was a wise and judicious adjusment of long-continued controversies and competitions, whose fruits could only be disastrous to all the parties engaged in them.

In addition to the regular dividends from the earnings of the year, the directors have voted to distribute to the stockholders at par one additional share of the new capital stock, to each ten shares held by them of the old, the payments for which to be made on the first day of March next, of which due notice will be given them by the treasurer.

TRIAL BALANCE, NOV. 30, 1869.

Construction and equipment	$3,360,000 00
Cash and cash funds	29,730 09
Stoughton Branch R. R. Stock	40,000 00
Mansfield and Framingham R. R. Stock	15,000 00
Real estate	409,989 11
Materials on hand	146,415 38
Am't paid on account of new freight house in Boston	14,789 28
Balances due from other roads, &c.	59,354 45
	$4,075,278 31
Capital stock	$3,360,000 00
Unclaimed dividends	3,464 00
Dividend due Jan. 1, 1870	168,000 00
Renewal fund	94,382 37
Balances due to other roads, &c.	38,817 25
Income account	410,614 69
	$4,075,278 31

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Sam'l T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

Memphis, El Paso, and Pacific Railroad.

OFFICE, No. 90 BROADWAY,
NEW YORK, January 7, 1870.

To the Editor of the Railroad Journal.

SIR:—An editorial in the *Evening Post* of the 5th instant, attacking this company, obliges me to ask space in your columns for a reply.

The accusations it makes were all put forward vehemently throughout the past year, in Paris. They were met there legally and officially, by suits against their authors. The result of strict investigation there by parties interested in knowing the exact truth, is the best answer to put now before our public here. These parties are our bondholders, contractors, and the government which authorized the admission of our bonds to the French Exchange, and the circulation of our securities among the French people.

The *Post* is right in its statement that no American company had hitherto been admitted to quotation on the French Bourse. It is not right in its statement of the means used to obtain this admission. Nor was it a sudden movement, originated last spring. Persistent, steady, thorough work, through resident agents, had been in progress for more than two years, during which every possible information had been laid before the government and parties interested.

Its charter and franchises, and laws enacted in regard to them, everything relating to the country through which the road lies, and the great commercial results which would follow on its building, were made fully known to the persons with whom they were negotiating. The permission to admit our securities was finally obtained upon the understanding and agreement, that this admission should accrue to the advantage of French industry by applying the greater part of the money obtained from French people to the purchase of iron and engines for the building and operation of the road.

This opening out of new channels to French trade was thought worthy of the fostering care of the government. This was the reason, and it was upon this understanding, that our land grant bonds—which show what they are upon their face—were admitted to quotation and sale. And contracts were accordingly made for 45,000 tons of iron and a corresponding number of engines.

Our bondholders, who were necessarily alarmed by those attacks, had the fullest means of information given them. Their confidence is shown by their continuing to hold their bonds, and draw the interest, which they received in July last and now in January.

My dates from Paris are to the 22d of Decem-

ber. Up to that time, no suit whatever had been instituted against the company, except one by a person claiming damages for refusing to let him have bonds to sell, under an alleged contract which the company repudiates.

Our bonds were never withdrawn, nor was there a thought of doing so. On the contrary, an additional sale for 10,000,000 francs has just been made, and other negotiations are in progress with parties having full knowledge of the condition of the company, and all the assaults upon it.

The last official act of the French government, which was the admitting to payment of the taxes on the bonds, and the accepting of the security of Mallet Freres for their continued payment, was not made until August last. This recognition is the direct act of the government, and was done through M. Magne himself (the Minister of Finance referred to by the *Post*), long after all these discussions had been made familiar by the French newspapers.

The only real trouble to the company came from a source which it could not have foreseen, and for which it was not in any way responsible. We had been for two years applying to Congress, with a fair prospect of success, for its authority and aid in establishing our line. In the Congress preceding the present, our bill asking for subsidy had been amended by one asking for guarantee of interest. On account of the indisposition of Congress to grant moneyed aid, this bill was again amended by one asking simply the right of way. This bill passed the House twice by large majorities at the close of one Congress and at the beginning of another. It was mistaken in Paris for the bill, also pending in the House, which granted guarantee of interest for our construction bonds. This mistake first reached the knowledge of the company here by the French newspapers, which had already spread it through France. It was announced by them that this bill gave to our construction bonds a guarantee of 6 per cent. But these bonds were not in the market and have not been offered for sale. The bonds sold on the French market were land grant bonds of the company, which say what they are on their face. Neither journals nor brokers ever said that these had a guarantee of interest. The error was confined to the construction bonds, and this was from an error of accident, and not from intention.

When I reached Paris immediately afterwards, I found that this, which could have been a situation easily explained and corrected without difficulty, had been magnified and envenomed by rival and hostile interests. Under the best legal advice, I adopted such measures as in my judgment would adjust affairs, with the least injury to the company, its bondholders or contractors, and preserve for the company the strong position it had acquired. All the explanations needed for the information of the public were given, and a semi-monthly newspaper was established, with the object of keeping up full information concerning the condition of the company and the progress of its road.

In my efforts to protect this really national work, I was chiefly obstructed by the active and malignant hostility of rival railway interests, and of certain financial agencies which the company had omitted to employ, and by the unusual conduct of the American Legation, which became a recognized bureau of information against our company. A Legation represents its government, and its official position cannot be personally used. This conduct of our Legation, which never in any way referred for information to the company's office in Paris, but constituted itself the partisan of our opponents, was accepted as expressing, in the usual way, the views of our government towards the Memphis-Pacific as a national road, and the standing and information in which it was held at home. Among other acts, I will at this time only cite, that I was given to read a letter from the Legation to the representative of an adverse railway interest, to the effect that the Memphis and El Paso road was a speculative enterprise without foundation.

In respect to the right of way which we are asking, there only remains now for Congress to grant a strip across the Territory of New Mexico 150 miles in length, the rest having been acquired from private corporations.

We own and control in Arkansas, the Memphis and Little Rock Railroad. In Texas, the Memphis and El Paso Company has fully complied with the conditions of its charter, giving us the ownership and control of the line through that State. In Arizona we have purchased and own the charter of the Arizona Company, of which the line traverses that territory, and have complied with the conditions of its charter.

In California, we have purchased and own the charter, franchises and property of the San Diego and Gila Southern Pacific and Atlantic Railroad Company, which traverses that State—including 9,000 acres of land in the harbor of San Diego. In the harbor of Norfolk, we own over 1,000 acres. In addition to these, contracts and arrangements have been made by the company with other roads.

We have contracted with the Western Union Telegraph Company, to put up a line of telegraph along our road. Arrangements are partly completed for establishing a steam freight and emigrant line between Anvers and Norfolk, in connection with the company. We have a corps of engineers engaged in locating the San Diego and Gila line. We are indebted to the War Department for military protection to our surveying parties, and for permission to purchase their supplies from the government depots in that quarter.

Under actual circumstances it is not too much to say that the future of the road may be regarded as secured, notwithstanding the strength of the combination against it. Our contracts are in the course of uninterrupted execution. Shipments of rails have begun to reach New Orleans, and the first ten engines will be ready for delivery at the end of February. We are about to lay the rails on the Texas division. The Memphis and Little Rock Road, of which 100 miles are now in operation, will be fully completed by the 1st of July. With the work in progress we are expecting to have, at least, 250 miles of road in operation before the close of this year, with an estimated net income of over a million of dollars.

I regret to have to ask so much space, but even this is only sufficient for the brief and rapid summary, that does not do justice to the value of the work accomplished. It is barely sufficient to give the public an opportunity to compare a statement of facts with the charges which the *Post* has lent its editorial authority to send out broad-caste over the country against our work, a work that has twice received the approval of the House of Representatives, and which, otherwise unaided, is making its own way through a country impoverished by war, and which offers the quickest and best means for a true reconstruction in restored and extended industries, and in the prosperity and content these will carry with them.

Respectfully your obedient servant,
J. C. Fremont, President.

Coal Trade of Baltimore.

We learn from the Baltimore *Price Current* that the amount of coal brought to Baltimore by the Baltimore and Ohio Railroad Company, from the Cumberland and other mines along which it runs, in 1869, was 1,388,157 tons, against 815,506 tons in 1868—an increase of 573,651 tons. The amount brought down by the Chesapeake and Ohio Canal in 1869, was 663,491 tons, against 465,070 tons in 1868—an increase of 198,421 tons. The total amount brought down in 1869 was therefore 2,041,648 tons, against 1,300,576 tons in 1868. These figures show an increase in the development of the Maryland and West Virginia mines for the past year amounting to 741,062 tons. Of the receipts per Baltimore and Ohio Railroad for 1869, amounting as above to 1,388,157 tons, there were shipped to foreign ports and California 28,000 tons, and to Northern home ports 785,240 tons—making the aggregate shipments hence for the year 808,240 tons. Included in the shipments to northern ports were 113,378 tons of gas coal from the mines in West Virginia.

Anthracite Coal Trade.

The coal trade statistics for the past and preceding years show the business of the leading carrying lines as follows:

	1868. Tons. Cwt.	1869. Tons. Cwt.
Philadelphia & Reading Railroad	3,574,873 14	4,239,456 18
Schuylkill Canal	987,627 30	696,793 01
Lehigh Valley R. R.	2,603,102 11	2,331,407 08
Lehigh Canal	989,970 09	605,143 16
Lehigh & Susquehanna Railroad	520,157 19	967,470 08
Delaware, Lackawanna & Western R. R.	1,728,785 07	1,563,987 19
Delaware and Hudson Canal	1,611,113 00	1,187,635 00
Pennsylvania Coal Co.	953,854 14	966,636 19
Total	12,969,485 04	12,558,531 09

This shows an increase in the amount carried by the Philadelphia and Reading Railroad of 664,583 04; Lehigh and Susquehanna Railroad, 447,312 09; and Pennsylvania Coal Co., 12,782 06—an aggregate increase by these three lines of 1,124,677 19. The decrease is in Schuylkill Canal, 290,834 09; Lehigh Valley Railroad, 271,695 03; Lehigh Canal, 384,826 13; Delaware, Lackawanna and Western Railroad, 164,797 08; Delaware and Hudson Canal, 423,478—an aggregate decrease of 1,535,630 03; making the net decrease, 419,058 15. For the last five years the tonnage carried by these companies was as follows:

	Tons.
For the year 1869	12,558,531
For the year 1868	12,969,485
For the year 1867	11,519,531
For the year 1866	11,251,269
For the year 1865	8,801,254

During the year 1869, the Delaware and Hudson Canal Company forwarded over the new railroad, opened in that year, from Honesdale to Hawley, (where it connects with the Erie system of roads,) an unascertained quantity of anthracite, perhaps a number of tons sufficient to reduce the deficit of 1869, compared with 1868, to about 250,000 tons. The significant fact remains, nevertheless, that the quantity of coal carried by the seven great companies was less in 1869 than in 1868; whereas, anterior to 1869, each calendar year exhibited an aggregate tonnage largely in excess of its next immediate predecessor.

Thus, as a glance at the figures given above will verify, the quantity for 1868, was 4,168,231 tons over 1865, showing in three years an increase of forty-seven per cent. And if we assume that, for 1870, the market east of the Susquehanna River and Chesapeake Bay, which is supplied by the seven companies that own the eight lines aforesaid, will require as large a percentage of increase over 1868, as that year exhibited over 1866, then will the aggregate tonnage of said companies, for the current year, approximate 15,000,000 tons.

This grand total, which can be distributed among the eight lines, on the basis of the quantity carried by each in 1869, or on a basis of the average of the last three or four years, will assuredly furnish abundant business to each and all the eight lines which supply the great market east of the Susquehanna and the Chesapeake.

Metropolitan (Mass.) Railroad.

The income of this company for the year ending November 30, 1869, was as follows:

From passengers, and tickets sold....		$797,371 14
From other roads, as tolls or rent for use of road		6,386 23
From other sources		17,574 68
Total earnings		$821,332 05
The total expenses have been		686,745 20
Net earnings		$134,586 85
Add surplus of 1868		74,794 95
Total		$209,381 80
From which paid dividends, January and July	$125,000 00	
U. S. internal revenue tax on same	6,578 94	
		131,578 94
Leaving a surplus of		$77,802 86

The cars and other vehicles of the company have run, during the year ending November 30, 1869, 346,714 round trips, a total distance of 2,102,644 miles, and have carried in all 14,193,298 passengers, being an average of 5,769 miles run, and 28,885 passengers carried, for each day in the year. The increase in cost of road has been $33,842 38. Five new cars have been built in the company's shops, and 14 cars and 123 horses purchased.

The assets and liabilities of the company November 30, 1869, were as follows:

ASSETS.

Road	$963,987 06
Real estate and buildings	259,498 41
170 cars	153,165 94
914 horses	113,669 69
Sleighs and coaches	58,423 35
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, etc	46,248 71
Hay, straw and grain	15,179 35
Cash and sundry accounts	24,044 87
Tremont street land account	75,425 14
	$1,709,642 52

LIABILITIES.

Capital stock	$1,250,000 00	
Notes & bills payable	219,149 59	
Outstanding tickets	14,305 02	
		1,483,454 61
Assets over liabilities		$226,187 91

Philadelphia and Reading Railroad.

The receipts of this company for the fiscal years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$987,606	$1,184,006
" merchandize	1,415,723	1,579,623
" coal	6,252,224	8,346,240
" mail	29,150	29,170
" miscellaneous	107,234	69,342
	$8,791,937	$11,208,381
Gross expenses	6,162,511	6,876,313
Net profits	$2,629,426	$4,332,068
	1868.	1869.
Number of passengers	330,835	435,754
Tons of mdze	1,220,596	1,422,738
Tons of coal	3,574,874	4,239,457

This shows an increase in gross receipts of $2,416,444, with an increase in gross expenses of $713,802—making the increase in net profits, $1,702,642. The increase in the number of passengers carried was 104,919; in tons of mdze., 202,142; and in tons of coal, 664,583.

The gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1869, were 61.35 per cent. of gross receipts, against 70.9 per cent. in 1868. The receipts per passenger were $2 71.7; and the cost of transporting the same, $1 44. The receipts per ton of mdze., $1 11; and the cost, $0 59.7. The receipts per ton of coal, $1 96.9; and the cost, $0 85.8.

The result of the year's business, as condensed from transportation and income account may be stated thus:

Receipts over cost of working the road			$4,332,068 51
Add balance of interest account, &c		$246,085 03	
Less loss in working the Mahanoy and Broad Mountain and Enterprise Railroads in '68 and 1869		179,225 54	
			66,859 49
			$4,398,928 00
From which deduct:			
Interest on bonded debt	$433,380 50		
Interest on bonds and mortgages		50,922 53	
Sinking funds		68,600 00	
			552,903 03
			$3,846,024 97
Cost of new tracks and sidings, main line		$80,828 68	
Cost of new tracks and sidings, laterals		131,238 74	
Cost of new bridges		152,554 34	
Cost of new depots		141,612 91	
Cost of new wharf at Richmond, No. 12		28,412 37	
Cost of new wall at Saratoga		8,628 15	
Cost of widening East Mahanoy Tunnel		18,925 43	
Cost of extension of Willow street wharf		6,905 16	
			569,105 78
Dividend fund of 1869			$3,276,919 19
Amount to credit of reserved fund, 1868		$1,921,975 78	
Deduct dividend Jan., 1869	$1,315,267 58		
U. S. and State taxes on do.	101,526 99		
		1,416,794 57	
			505,181 21
Total reserved fund 1869			$3,782,100 40
Deduct dividend July, 1869, 5 per cent. on	$27,639,619 82		
		$1,381,980 96	
U. S. and State taxes on do		141,834 88	
			1,523,815 84
			$2,258,284 56
There has been declared a dividend payable in cash on the 17th January, 1870, of 5 per cent. on the preferred and common stock, $29,023,100 28		$1,451,155 01	
U. S. and State taxes on dividend and on excess of net profits over dividends declared		183,386 23	
			1,634,541 24
Balance of reserved fund			$623,743 32

Finances of Maine.

The whole amount of receipts into the State Treasury during the year ending December 31, 1869, (including $215,725 93 from the previous year,) were $1,155,540 43; the whole amount of payments during the same time were $919,609 80—leaving a cash balance in the Treasury at the close of the year of $235,930 63.

The aggregate amount due on account of municipal war debts is $3,105,183 33. Bonds for the payment of this amount are now ready for delivery. These bonds are payable in 20 years, interest semi-annually.

On the 1st of January, 1861, the funded debt of the State was $699,500, Of this debt there has been paid since that date $315,500, leaving outstanding of the old debt $384,000. Added to this is the war loan of 1861, $800,000; war loan of 1863, $525,000; bounty loan of 1863, $475,000; war loan of 1864, $2,832,500; municipal war debt, loan of 1869, $3,084,400; and the present funded debt is $8,100,900. Thus it appears that, as the result of the war, the funded debt has been increased $7,716,900.

The maturing obligations of the State for 1870 are the balance of the 1855 loan of $8,000, and the seventeenth yearly instalment due on notes given to Massachusetts in 1863 for purchase of lands—$25,000.

The "Funds" held in trust by the State amount to $1,691,283 81.

The sinking fund, established for the payment of the funded debt, will be ample to meet it as it matures. The act creating this fund provides for the raising, by taxation, each year, a sum equal to three-quarters of one mill on every dollar of the valuation of 1865. In addition to this a subsequent act provides for the payment of the war loan of 1861 of $800,000. The sinking fund now amounts to $972,530, and is invested in State bonds to the amount of $942,500, and in registered U. S. 5-20s to the amount of $30,000. To meet the payment of these bonds at maturity a tax of one-half mill on the dollar of the present valuation was included in the tax levy for 1869.

Debt of Boston, Mass.

The consolidated funded debt of the city of Boston, December 29, 1869, was $16,607,500 91; to which add loans authorized but not negotiated, $6,553,500, also amount advanced by the Treasurer on account of Oliver street, $272,987 93—making a total funded and unfunded debt of $23,433,938 84. This debt the Auditor of Accounts classifies as follows:

Water debt, (net cost of works)	$9,481,887 71
City of Boston debt proper	11,272,101 13
City of Boston war loan	1,915,500 00
Roxbury loans	764,450 00
Total debt, Dec. 29, 1869	$23,433,938 84

The total means on hand for the redemption of the same is $7,521,814 55—leaving the net debt December 29, 1869, $15,912,124 29. On the 30th of December, 1868, the consolidated debt of the city, funded and unfunded, was $18,428,502 76, and the means on hand for the payment of the same $5,618,309 75—leaving the net debt at that date, $12,810,193. Thus it will be seen that while the *gross* debt has been increased during the year, $5,005,436 09, that the means for its redemption increased during the same time $1,903,504 80; and that the net increase of the debt during 1869, was $3,101,931 29.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 2
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J. A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City..... 10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City and New'n..100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Milvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio..... ...100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'6s$2
Cin., Sand. & Clev. pref... 50	393,078	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... ... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Nov.'69—
Dubuque and Sioux City.100	1,673,641	J. & J.	Jan.'70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....190	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,148,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sep. '69 4
Greenand Coates St. (Ph. 50)	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '70 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Oct.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 825,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint's.100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville...100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	.....	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,000	F. & A.	Feb.'70 5
New Bedford & Taunton.100	500,000	J. & J.	Jan. '70 4
New Haven & N. London.100	738,548	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	.....	Oct. '69 4
" Certificates.100	21,491,450	.....	.....
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh.,.100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	8,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	160,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 8
Portland and Kennebec....100	570,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester.100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw.100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W.D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	5,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 8½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River 100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	367,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	2,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac...	.....	J. & J.	Jan. '70 3
Warren 100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson....100	10 000,000	F. & A	Aug.'69 5
Delaware and Raritan....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... —	.....	J & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 3
Am. Merchants Union Exp.100	18,000,000	.....	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	532,000	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	386,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,528	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,048	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,636	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,063	118,648	114,496	129,388	140,473	132,869	131,019	103,629	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,103
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,018,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,868	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	433,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,017	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	288,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,637
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	837,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,465
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	430,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,097	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	336,480	3,809,863
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,019,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,868	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,002	623,559	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6	" "	1881	117¾
and March 3, 1863 ..... coupon		6	" "	1881	118
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon		6	" "	1882	116½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115
.. .. .. (5-20s).....coupon		6	" "	1884	116
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115
.. .. .. (5-20s).....coupon		6	" "	1884	116
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	114
.. .. .. (5-20s).....coupon		6	" "	1885	115¾
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
.. .. .. (5-20s).....coupon		6	" "	1886	114½
.. .. 3d series (5-20s)...registered	379,501,250	6	" "	1887	114½
.. .. .. (5-20s).....coupon		6	" "	1887	114½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114½
.. .. .. (5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s) ....coupon		5	" "	1904	113
Pacific R. R. Bonds.....(currency)	64,135,320	6	Jan. & July.	'95-'99	109⅞
Certificates of Mar. 2, 1867, and July 2, 1868...	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	294,092	var	.....	Due.	....
Treasury Notes (7-30s).....	774,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,453,820	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,098	*nil.*	.....	Dem.	....
Fractional Currency	39,762,665	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	61
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	95
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	123
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	90
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97¾
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	634,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	65
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	81
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¾
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94½
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,282	5	" "	1890	....
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	99½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107¾
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117¾
.. —	650,000	6	" "	'72-'73	117¾
.. —	720,000	6	" "	'74-'75	111½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	100½
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106¾
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	100½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	100½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'62-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97¾
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	42
.. — .. (new).....	3,059,045	6	" "	'92-'98	24
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	101½
.. — .. (").....	4,095,309	6	" "	1881	100
.. — .. (").....	2,400,000	6	" "	1886	100
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	106
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	77½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	54
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,960	6	" "	"	49¾
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	53
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	5	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	91
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	48½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95¾
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,808	7	April & Oct.	New York.	1893	85
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	94¾
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	82
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	106¾
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	88
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	94
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,120,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	89
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	71½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	93
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	199,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91¼
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	730,000	6	Feb. & Aug.	Boston.	1874	93
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	92
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	89½
3d Mortgage	6,000,000	7	" "	" "	1883	78
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	78½
5th Mortgage	926,500	7	June & Dec.	" "	1888	71
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	'70'–'75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	2,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	78
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	92½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	64
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	92
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	82
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	87½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	86
Chattel Mortgage	360,000	10	April & Oct.	"	1887	108
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	165,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99¾
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1832	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	77½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	94
Company Bonds	458,000	6	April & Oct.	"	1875	93¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	70¾
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	69½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	...
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	89½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	84½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88
Bonds of 1857, convertible	171,500	6	" "	"	1886	95
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	87
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101¾
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	69
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	130½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81¾
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98¾
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	79½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	...
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	54
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. .... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,834,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	143
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	9½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	129
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	140½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431.460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	120
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	65
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	—	—	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	99½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	244,913	715,528	138,776	4	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	146
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	75
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	18s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Centra	l.)	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	$253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	77½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	88½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)		7	100	92
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	18⅝
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)		8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	76½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont. New Hampshire.	698,258	*	—	—	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1869	58.0	—	3.1	—	—	—	—	—	Concord and Portsmouth..N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord,)			7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	129
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	.....	.....	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)			—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania. Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	—	—	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)			—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	—	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	—	112.5	.....	.....	.....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	13⅔	50	106½
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	.....	—	.....	.....	1,820,000	2,892,000	.....	—	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	107
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	.....	.....	.....	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000	—	.....	.....	280,000	.....	.....	—	—	(I	n progres	s.)			—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	—	.....	.....	500,000	1,000,000	.....	—	—	.....	.....	.....	(In progr	ess.)	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	.....	.....	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	.....	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	.....	.....	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	.....	.....	654,600	576,900	.....	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	82
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶.Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	.....	—	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	.....	—	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	.....	.....	1,000,000	1,620,000	.....	—	—	(Leased	to Northe	rn Centra	l.)	165,000	5	50	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	22½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶..Maine.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶.N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	—	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759	.....	36,631	150,000	200,000	38,450	.....	5.9	10,815	76,770	.....	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	....
Nov. 30, 1868	50.9	42.5	76.8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	128⅛
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	—	—	(Leased	to Belvide	re Delaw	are.)	.....	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	.....	—	.....	.....	1,000,000	1,500,000	.....	.....	—	(In pr	ogress.)	.....	.....	.....	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	.....	.....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson. Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley.....Michigan.	.....	—	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	.....	—	.....	.....	7,600,000	9,760,000	.....	.....	271.0	.....	.....	.....	2,184,167	.....	—	100	114½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	—	135.0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria.....Texas.	.....	—	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669 382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*.....Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	138½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	—	.....	.....	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	.....	.....	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	—	302.5	.....	.....	.....	.....	.....	—	50	26
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	92½
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	.....	.....	180,250	800,000	.....	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,159,000	.....	—	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	—	25.0	(Owned	by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	—	16.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	31.0	—	118	34.0	2	[illegible]	1	20	Knoxville and Kentucky ¶....Tennessee.	.....	—	.....	.....	.....	.....	.....	—	31.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	89½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	106
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	—	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	—	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,896,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	83½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	—	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	162,550	10	100	127
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	—	—	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	...	...	...	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	—	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	117¾
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,977	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	72¾
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	104
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	85
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	—	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,986	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)		12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,706	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)		10	100	119
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	368,180,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	138
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	...

eb. 28, 1869	102.0	—	....	—	118.0	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	....	....	....	254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	—		—	—	—	—	—	North Louisiana and Texas	La.				(In pro	gress.)										—	100	....
Dec. 31, 1868	233.3	147.8	....	—		—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8						—	—	85
Oct. 31, 1868	55.3	12.0	22.5	—		—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	....	3,150,000	3,463,839	....	—	67.3	421,267	....	....	1,296,961	301,779	—	—	....
Dec. 31, 1868	94.3	2.5	17.6	—		—	18	19	10	419	Northern	Canada.	....	....	....	....	....	....	....	—	96.8	....	4,738,284	13,598,080	1,015,394	388,240	5s	50	74
Dec. 31, 1868	138.0	4.0	101.3	—		—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	86½
Mar. 31, 1868	69.0	13.0	....	—		—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107½
Sept. 30, 1868	21.3	—	4.5	—		—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—		—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	108½
Jun. 30, 1868	113.0	32.0	14.0	—		—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621	....	3,345,141	253,994	....	—	—	....
Sept. 30, 1868	118.4	4.0	18.0	—		—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	....	....	4,417 500	938,100	83,148	....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63
Dec. 31, 1868	340.0	—	....	—		—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	....	....	23,354,125	4,964,000	....	....	340.0	....	30,256,534	....	2,964,041	663,427	—	100	25½
Oct. 31, 1868	96.0	3.5	18.5	—		—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	....	....	4,259,450	3,170,000	—	173,897	101.5	248,880	....	....	1,197,090	653,185	—	50	76½
May 31, 1869	72.5	68.5	32.3	—		—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*	....	....	4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0	—		—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—		—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	....	13,612	289,550	380,000	26,500	....	9.0	....	....	....	147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—		—	—	—	—	—	Oswego and Rome	New York.	925,799	*	....	....	222,987	717,000	2,387	—	....	....	....	....	111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—		—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	....	....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—		—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	....	33,598	3,340,024	7,550,375	....	1,560,756	285.0	1,594,535	....	....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—		—	15	23	—	131	Panama	New Granada.	8,000,000	....	....	....	7,000,000	1,192,000	....	....	47.6	....	....	....	....	....	—	100	....
Dec. 31, 1868	14.5	—	14.5	—		—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	....	....	....	630,000	—	....	....	(Leased	to Erie.)	....	....	....	....	24	100	193
Dec. 31, 1868	12.0	—	....	—		—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....	....	....	5,000,000	500,000	....	....	(Leased	to Erie)	....	....	....	53,400	8	100	....
Dec. 31, 1868	15.1	—	....	—		—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....	....	....	284,500	85,000	....	....	(Leased	to Erie.)	....	....	....	....	—	100	....
Dec. 31, 1868	22.0	—	....	—		—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	....	....	....	339,650	160,000	....	....	(Leased t	o Camden	and Amb	oy.)	....	26,500	5	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	—	—	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	110
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	—	—	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	....	3,200,000	597,500	375,000	....	47.0	....	....	....	....	....	20	50	225
Dec. 31, 1868	46.0	—	....	—		—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....	....	....	1,200,000	600,000	....	....	(Leased	to Chic. R.	I. and Pac	ific.)	....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	—	—	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	—	—	Petersburg ¶	Virginia.	1,550,337	*	....	....	1,323,200	67,926	154,299	....	82.3	....	....	....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	—	—	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	....	....	218,000	800,000	212,500	....	39.0	87,111	....	....	156,746	12,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	—	—	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	....	....	6,004,200	13,000,000	328,633	....	287.5	....	....	....	2,804,250	....	—	50	57½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	—	—	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	....	....	1,587,700	63,950	....	....	24.3	342,775	....	....	642,639	295,901	10	50	142
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	—	—	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	....	1,921,976	806.7	4,500,135	....	....	8,791,937	3,150,837	10	50	94½
Oct. 31, 1868	26.5	—	32.2	—		—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	....	329,065	....	1,259,120	....	....	....	26.5	....	....	....	995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	—	—	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	....	....	2,393,897	905,891	8	50	105
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	—	—	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	....	....	5,000,000	4,008,000	4,750,000	....	222.5	1,568,097	....	....	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	—	—	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	....	....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	—	—	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	—	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	—	—	Plattsburg and Montreal	New York.	....	....	(In ha	nds of R	eceiver.)	....	....	....	23.0	34,971	....	....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	—	—	Portland and Kennebec	Maine.	2,000,000	*	....	....	783,500	1,232,760	4,510	....	109.0	373,501	7,127,219	....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	—	—	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	....	....	518,592	130,420	6	100	110½
Mar. 31, 1868	50.0	—	....	—		—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....	....	....	350,000	....	....	....	(Leased	to Concor	d.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—		—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	....	....	....	170,000	200,000	....	....	(Leased	to Eastern	.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	—	—	Providence, Warren and Bristol	R. I. & M.	485,813	*	....	....	437,917	150,000	....	....	14.5	50,896	....	....	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	—	—	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—		—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—		—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	1,226,390	—	92.3	....	....	....	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	—	—	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	....	505,848	1,000,000	....	....	....	159,744	....	....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	—	—	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	....	....	3,000,000	1,500,000	....	....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	—	—	Richmond and Danville ¶	Virginia.	9,929,000	*	....	81,308	4,000,000	2,719,000	288,439	....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	—	—	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	—	—	Richmond and Petersburg ¶	Virginia.	978,073	*	....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	....	....	650,000	600,000	....	....	....	....	(Not in o	peration.)	....	....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	—	—	Rock Island and Peoria	Illinois.	....	....	....	....	1,080,000	1,384,000	....	....	12.0	....	(Under c	onstructio	n.)	....	—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	—	—	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	....	....	....	1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	—	—	Rutland	Vermont.	6,500,000	....	....	....	....	....	....	....	166.3	694,409	4 069,421	11,712,202	993,239	....	—	100	25
Dec. 31, 1868	175.0	—	....	—		—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	....	....	....	....	....	....	....	....	(About $5	0,000 a mo	nth.)		—	100	70½
Dec. 31, 1868	132.0	34.0	....	—		—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	2,100,000	2,050,000	....	....	132.0	....	(Leased to	Ind. & St.	Louis.)	517,941	—	100	26
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	—	—	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....	....	....	4,340,000	6,700,000	....	....	120.0	....	....	....	612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	—	—	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	10,000,000	4,000,000	....	....	....	(Leased	to Chi. &	Alton.)	240,000	....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	....	....	....	....	—	—	St. Louis and St Joseph	Mo.	....	....	....	....	....	2,725,000	....	....	....	....	(Under co	nstruction	.)	....	—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	....	....	....	....	2,000,000	1,000,030	....	....	....	....	(Under co	nstruction	.)	....	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	—	—	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	....	....	....	....	....	....	80.0	....	....	....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	—	—	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	2,020,000	....	....	86.0	142,341	1,791,700	....	232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—		—	—	—	—	—	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....	—	(Leased	to West J	ersey.)	....	16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—		—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	....	6,679	243,305	226,900	487	....	—	(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	—	—	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	....	....	900,235	2,150,000	50,000	....	116.3	240,299	....	....	416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	—	—	Schuylkill and Susquehanna	Penn.	1,299,845	*	....	....	1,269,150	97,000	148,578	....	54.0	152,360	....	....	167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—		—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	....	....	....	576,050	....	....	....	—	(Leased	to Phila. a	nd Readin	g.)	....	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	—	—	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	290,000	....	....	....	....	....	....	....	....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	—	—	Selma and Meridian	Alabama.	2,163,564	*	....	....	999,050	796,830	....	....	119.3	....	....	....	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	—	—	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....	160.0	....	....	....	218,441	....	—	100	....
Oct. 31, 1868	28.0	—	6.0	—		—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	....	....	....	869,450	700,000	....	....	28.0	178,705	....	....	277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	—	—	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	....	....	743,100	264,000	121,900	....	25.0	....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—		—	—	—	—	—	Shelby and Rush	Indiana.	187,663	....	....	....	100,000	37,800	....	....	20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	—	—	Shore Line	Connecticut.	691,200	*	....	....	636,200	55,000	....	....	50.0	167,376	....	....	289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6·5	—	—	10	4	4	96	—	—	*Sioux City and Pacific*	Iowa.	....	....	....	....	1,330,000	3,200,000	....	....	75.0	....	....	....	127,000	....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	—	—	Somerset and Kennebec	Maine.	2,020,770	*	....	....	783,500	1,232,760	4,510	....	109.0	373,510	7,127,219	....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—		—	—	—	—	—	South Branch	New Jersey.	438,300	....	....	....	438,300	—	....	....	—	(Leased	to Central	of New J	ersey.)	....	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	—	—	South Carolina ¶	South Carolina.	7,567,414	*	....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	....	....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	—	—	South and North Alabama	Ala.	....	....	....	....	900,000	....	....	....	....	....	(In progres	s.)	....	....	—	100	....
Nov. 30, 1868	71.5	—	2.0	—	3	12	2	15	—	—	South Shore	Massachusetts.	501,592	*	....	....	259,685	150,000	17,614	15,039	22.0	45,312	2,002,440	....	77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	—	—	South Side (L. I.)	New York.	1,409,926	*	....	....	484,000	750,000	150,000	....	—	(Not in fu	ll operatio	n.)	....	....	—	100	....
Sept. 30, 1868	123.0	6.5	12.0	—	15	7	4	173	—	—	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	—	—	Southern Central	New York.	....	....	....	....	880,000	....	....	....	(Und	er const	ruction.)	....	....	....	—	100	....
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	—	—	Southern Minnesota	Minnesota.	1,500,000	*	....	....	....	....	....	....	....	....	....	....	250,000	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	.....	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	52½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	.....	8	100	99½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	56
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87⅝
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	.....	.....	108.0	—	—	—	.....	.....	14	100	120⅝
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	—	.....	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	66½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	258,300	30,107	—	50	31¾
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	1,026,580	.....	—	50	12
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	.....	—	123.0	—	—	—	267,884	29,513	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	100	18¼
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss,	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	101
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19¼	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	.....	.....	.....	.....	.....	.....	....	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	36
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	28
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38½
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11¼
Dec. 31, '68	—	—	—	Hoboken and Hudson City.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	67¼
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.31	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	149	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	.....	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11¾	50	30	40½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19¼	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	.....	.....	.....	.....	.....	.....	....	....	....	19
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75,000	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st. Rate.	Inter. st. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84⅝
Chicago and Alton, pref.	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	87¼
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	40
Hannibal and St. Joseph, pref.	5,253,836	...	...	113
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	21
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,392	7	...	87½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	69
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,300	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	3	....
Morris, preferred	1,175,000	10	10	61½
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	27½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton	32 — @ 34 —
Pig, American, No. 1	— — @ 35 —
Pig, American, No. 2	34 — @ — —
Pig, American, Forge	33 — @ — —
Bar, Refined, English and American	— — @ 82 50
Bar, Swedes, assorted sizes ..... (gold)	80 — @ 82 50
	—Store Prices.—
Bar, Swedes, ordinary sizes .. Less 5 per ct.	120 — @130 —
Bar, Refined ..... " "	85 — @ —
Bar, Common ..... " "	— — @ 80 —
Scroll ..... " "	110 — @145 —
Ovals and Half-round ..... " "	110 — @135 —
Band ..... " "	110 — @ — —
Horse Shoe ..... " "	110 — @ — —
Rods, ⅝@3-16 inch ..... " "	90 — @140 —
Hoop ..... " "	115 — @160 —
Nail Rod ..... Less 5 per ct.. per lb.	— 8 @ — 8½
Sheet, Russia, as to No.'s ..... (gold)	— 11 @ — 12
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English ..... (gold) ..... per ton.	56 50 @ 57 —
Rails, American, at Works in Penna.. c'y.	76 — @ 77 —
Anvils, Eagle ..... per lb.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.. (2d and 1st quality). per lb.	— 16 @ — 20
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 11 @ — 18
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 18 @ — 15
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d ..... per 100 lb.	4 62½@ 4 75
Clinch	6 12½@ 6 25
Horse Shoe, Forged (No. 6 to 9) ..... per lb.	— 26 @ — 30
Copper	— 38 @ — 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb.	— 33 @ — —
Straits ..... (gold).	— 31 @ — 31½
English ..... (gold).	— 29½@ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal .... per box.	8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 50
Coke Terne	— — @ 6 —	— — @ 8 —
Charcoal Terne	7 25 @ 8 —	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).. per gall.	— 15¾@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 21½@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 29 @ — —
Refined, Standard White (in ship'g order).	— 31½@ — 32
Refined, prime White (in shipping order).	— — @ — 32
Refined, S. W. (in merchantable order)	— 33½ @ — 34½
Naptha, Refined, (60 @ 63 gravity)	— 10 @ — —
Residuum ..... per bbl.	— — @ 6 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	3d. C. (Old List.)	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Canton Co.	....	51½	....	....	....	....
Central Pacific 6s	90	91	91½	91½	....	....
Central of N. Jersey	94½	93½	93	95½	95¾	97½
Chicago & Alton	145	144½	145	146	146	
.. pref.	145	....	....	146	146	
.. 1 M.	....	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds	88	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
.. 8s, 1883	108½	....	....	....	....	108
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	68¾	70½	73½	73¾	73½	74¾
.. pref.	83½	85	85½	86½	86½	87
.. 1st M.	92	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	90	....	89¾	....	....	....
Chic., Rock Isl. & Pac.	103½	105½	105¼	105¾	105½	105¼
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94	....	....	94	94	94
Clev., Col., C. and Ind.	78	....	....	....	77	77½
Clev. and Pittsburg	87½	87¾	86¾	87½	87½	88¼
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	....	....	89	89	
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	93	....	....	....	....	....
Col., Chi., & Ind. C.	18	20	20	18	18½	18½
.. 1 M.	73	73¾	73	71	72	72
.. 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	26½	27	27¾	27½	27½	
Del. & Hudson Canal	120	120	....	....	120¾	
Del., Lack. & Western	104	104½	105½	107	106½	
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M. 7s	....	....	....	....	....	....
Erie Railway	24	24½	24½	....	23¾	
.. pref.	....	....	40	....	....	....
.. 1 M. 7s, 1897	....	....	....	92	....	....
.. 2 M. 7s, 1879	....	....	....	90	....	....
.. 3 M. 7s, 1883	....	....	....	88	87	
.. 4 M. 7s, 1880	....	....	....	....	....	....
.. 5 M. 7s, 1888	71	....	....	....	....	....
Great Western 2d mort.	76½	....	....	77½	....	77
Hannibal & St. Joseph	107¼	....	112	116	114¼	....
" pref.	108	....	....	115	....	113½
Hudson River	....	....	....	....	....	....
.. 1 M. 7s, 1869	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	102	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	136	137	....	138	138½	
.. bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	86¾	87½	88¾	89½	89	89½
Lake Shore Div. bonds	....	....	....	....	90	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	117	117½	....	118	118	117¾
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I, 1 M. S. F.	97½	....	97½	97½	....	....
.. 2 M.	92	92	....	....	92	....
Mariposa Mining Co.	8½	....	8½	8¾	....	....
.. pref.	16	17½	17½	17¾	17¾	17½
.. Tr. 10s ctfs.	44	45	46	45½	....	....
Milw. and St. Paul	74½	74¾	75	75	74½	74½
.. pref.	86½	87	87½	87¾	87¾	87½
.. 1st mort.	89	89	89½	90	....	....
.. 2d mort.	....	....	....	....	....	....
.. 8s	104	....	104	....	....	....
.. 7 3-10s con.	89½	90	90	....	92	
Missouri 6s	85	87	87	86¾	87½	87½
.. H. & St. J. iss.	....	....	....	....	....	88
Morris and Essex	85	85	85	85	85½	85
.. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	95	....	....	....	95
New York Central	....	....	....	....	....	....
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	....	86	....	....	87½	
.. 6s, S.F. 1887	....	84	....	....	....	....
N. Y. Cen. & Hud. Riv.	89¾	91½	93	92½	91½	92½
.. certificates	84½	87½	87½	87½	86½	87½
N. York and Harlem	134	138	138½	138½	....	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	100	....	....	....	....
N. Carolina 6s	42	....	43	....	42	
.. new	28½	28¾	28½	27½	25	24½
.. special tax	....	....	....	....	....	....
Ohio and Miss.	26¾	25¾	25¾	25½	25½	
.. pref.	....	....	....	....	....	....
.. 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43¾	43¾	42½	41½	41½
Panama	....	....	....	....	....	....
Phila. and Reading	94¾	94½	94½	95½	94¾	95½
Pitts., Ft. W. & Chi. gtd.	88½	88¾	88¾	88½	87½	89
.. 1 M.	101¾	....	101½	....	....	....
.. 2 M.	....	95½	....	....	....	....
.. 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	15½	15½	....	15½	....	....
St. L., Alton & T. H.	25	26	....	....	....	....
.. pref.	57½	77½	57	....	....	....
.. 1 M.	....	92	....	....	....	....
.. 2 M. pref.	80	....	....	80	....	....
.. Income bds.	....	73	....	....	....	....
Tennessee 6s	52½	54	55	54	....	
.. new	46	47	49½	49½	49½	50
Tol., Wab. & Western	52½	52½	52½	....	52½	
.. pref.	72½	....	....	....	....	....
.. 1 M. ex.	90½	....	90½	....	....	....
.. 2 M.	80	....	....	81	....	....
.. Equipment	....	....	74	....	....	....
Union Pacific 1st mort.	80½	81	....	81½	....	81½
Virginia 6s, ex-coupon	50	50	50½	51	51	....
.. new	57	57	57½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	110	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111½	112	112	112⅜	112¾	113¼
U. S. 5s, 10-40s, reg	111½	111⅝	111¾	112	114¼	....
U. S. 6s, 1881, reg	116½	116½	117¼	....	117⅞	117⅞
U. S. 6s, 1881, coup	116⅝	116⅞	117¼	118¼	118	118¼
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	113⅞	....	....	....	115⅞	115½
U. S. 6s, 5-20s, c. 1862	114⅛	114⅞	115½	115½	116¼	116¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114	114¼	114¾	115⅞	116	116
U. S. 6s, 5-20s, reg. '65	113⅞	114	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114¼	114⅜	114⅝	116	116½	115⅝
U. S. 6s, 5-20s, r. n. '65	112½	113½	113½	....	114⅛	....
U. S. 6s, 5-20s, c. n. '65	113	113⅜	113¾	114½	114⅛	114⅛
U. S. 6s, 5-20s, reg. '67	115½	....	114⅝	....	....	114⅛
U. S. 6s, 5-20s, c. 1867	113½	113⅜	113¾	114⅛	115	115
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¼	....	113⅞	114⅞	114⅛	114⅞
U. S. 6s, Pac.R.R.issue	109⅝	109⅞	....	....	109⅞	109⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
.. preferred	35	35½	35	35	....	....
Camden and Amboy	119	119½	119¾	119¾	119½	119½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	82	....	....	....	82
.. mort. 6s, '89	93	93	93	....	....	93
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33¼	33¾	33½	33½	....	33¾
.. 6s, 1884	82	82	....	....	82½	82½
.. Gold L.	91	91¾	91½	91¾	92	92
.. R. R. L.	....	88	....	....	....	....
Lehigh Valley R. R.	52¼	52¾	52¾	53	53	53
.. 6s new coup	92½	....	93	93	93½	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	42	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51⅞	52	....	52	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	86	....	....	....	....
.. 10s, 1887	108	108	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	54½	54½	55	55½	55½	55
.. 1st M.	97	....	....	....	....	97
.. 2d M.	96½	96½	....	....	96½	....
Penn. State, 6s, 1st series	....	....	....	....	....	102
.. 6s, 2d series	....	....	....	104	....	....
.. 6s, 3d series	....	....	....	106	....	....
.. 6s, W. L.	....	....	102	....	....	....
Philadelphia City, 6s	....	95¾	....	....	....	97
.. new	100½	100½	100½	100½	100½	100
Philad., Germ. & Nor.	71½	....	....	....	71	....
Phila. & Reading	47¼	47¼	47⅜	47⅜	47½	47½
.. 7s, 1893	....	....	....	....	....	103½
Philadelphia and Erie	....	....	28¾	....	28¾	....
.. 6s	....	....	....	....	....	....
.. 7s	83	83½	84¾	84⅞	84¾	84¾
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	54	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	74	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	19	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	....	....	....	....	92
.. 1886	....	90	90	....	....	91
.. 1890	91½	91½	91¾	93¾	....	92¾
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	122¾	122¾	....	....	123
.. bonds, 1875	....	....	91½	....	....	91½
.. .. 1880	....	....	....	....	....	91
.. .. 1885	....	91½	....	....	....	92
Marietta & Cin. 1st M.	87	87¾	87½	87½	....	88
.. 2d M.	63¾	63	63¾	63½	....	63¾
Northern Central	43¾	....	43¾	....	....	43½
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	83¾
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th.6	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	142½	142	142¾	....	142¾	143
Boston and Lowell	...	....	....	....	....	....
Boston and Maine	140½	140	140½	....	....	....
Boston and Providence	....	134½	135	....	134¾	....
Boston, Hartford & Erie	8½	8⅝	8⅝	9⅜	9⅜	9⅜
.. 7s, new	47¼	47⅜	47¼	49	49½	48¾
Cheshire, pref.	83	84	....	....	84¾	....
Concord	....	....	....	....	....	....
Connecticut River	....	127½	....	....	129	....
Eastern	114	114	114	....	114	114
Fitchburg	128	128	128	128	128	128½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117⅝	117¾	117¾	118	118	118
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	63	....	....	....	....	63
.. pref.	....	....	....	....	....	....
Old Colony & Newport	95⅞	95¾	....	96	96	95⅞
Ph., Wil. & Baltimore	52	....	53	52½	52½	52½
Portl'd, Saco & Ports.	....	110½	110½	....	....	....
Union Pacific 6s	80½	....	81	....	81	81
" Land Grant 7s	55	....	55	....	55¾	55½
Vermont & Canada	99	99	99½	....	....	99½
Vermont & Mass.	57½	56	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	100	....	100	....	....	101
Metropolitan ..	....	66	65½	....	65½	66½
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	6	....	7¾
Franklin ..	....	10	....	10⅝	10½	10
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	1	....	....
Pewabic ..	5	....	5	....	5	6¾
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 17.	Dec. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	26 — 27	25 — 26
Detroit and Milwaukee 1st mort. 7s	64 — 66	64 — 66
Do. 2d mort. 8 p. c.	64 — 66	64 — 66
Erie shares 100 dol. all paid	19 — 19½	16¾ — 17¼
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	58 — 62	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	99 —100	99½—100½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	88 — 90	89 — 91
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, January 15, 1870.

Stock Exchange and Money Market.

A notable increase in speculative dealings in Gold, Bonds, and Stocks, with an improvement in several branches of mercantile business, led to an active inquiry for money; and to the best class of street borrowers, the prevailing price of accommodation was 7 per cent. on call; while in the discount line, the range was from 8@15 per cent. per annum, on strictly choice to good grades of commercial paper. The city banks, during the week, added over three millions to their loans, while they reported a gain of over eleven millions of deposits, 3½ millions of legal tender notes, and about 4½ millions of specie. The U. S. Sub-Treasury, last week, reduced their specie balance about 6¼ millions, and their currency balance, about 1⅜ millions. The Office has since increased its specie reserve, about 1¾ millions, and its currency balance about a million.

The number of mercantile failures in the United States, last year, was 2,608, involving liabilities to the amount of $75,054,000, against 2,608, with liabilities of $63,744,000 in 1868. The failures in New York and Brooklyn, however, were more than ten million dollars less in 1869 than in 1868.

The specie reserve of the city banks according to the latest return is $35,664,830, against $27,384,730 same time last year. The city bank deposits are now $190,169,262, against $187,908,539 week ending Jan. 9, 1869. The legal tender reserve amounts to $48,537,734, against $51,141,128 same time last year. The circulation now stands at $34,132,280, against $34,344,156 same time last year. The loans are now $253,475,453, against $258,792,562 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $98,861,686 a day, against a daily average of $79,871,075 the preceding week, and $82,244,289 the week ending with Dec. 25, 1869. The current week's exchanges average about $108,889,679 a day. The city banks, last week, reported a gain of $4,497,922 of specie, $11,039,868 of deposits, and $3,503,126 of legal tender notes. They increased their loans, $3,069,066; and reduced their circulation, $18,607.

The city bank exchanges on Wednesday were $106,783,204.

National Bank notes to the amount of $238,840 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,702,671, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $20,021,614, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,680,957. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,425,050; and for the public deposits, $19,041,000—making a total of $361,466,050. The Treasury Department last week redeemed and destroyed $538,000 of worn and mutilated fractional currency, and issued $617,618 of new. The outstanding amount of fractional currency on the 1st of Jan., 1870, was $39,762,665, against $38,885,565 on the 1st of December, 1869.

The U. S. Sub-Treasury receipts, week ending with Jan. 9, were $6,194,439 in coin, (including $2,361,000 from customs duties,) and $4,489,535 in currency; payments, $12,475,598 in coin, (including $10,194,506 of coin interest,) and $5,864,078 in currency; balance at the close of the week, $93,708,872 (including $75,065,728, of coin, and $3,876,023 of currency,) against $90,057,420 at the close of the preceding week, showing an increase of $3,646,452. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $990,350 in coin, (including $287,849 from customs,) and $1,576,048 in currency; payments, $790,909 in coin, (including $761,749 of coin interest,) and $678,342 in currency. On Tuesday, receipts, $2,232,560 in coin, (including $275,094 from customs,) and $223,409 in currency; and payments $763,850 in coin, (including $743,449 of coin interest,) and $248,859 in currency. The balance at the close of business on Tuesday stood at $83,820,053, (including $4,748,249 of currency, and $76,733,879 of coin,) against $92,206,272 a week previous; and $88,802,947 on Dec. 28, 1869. The aggregate receipts of the office in Dec. were $51,554,741, including $6,969,667 from customs; aggregate payments, $48,729,064, including $2,430,597 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan. 1870 was $40,170,380, against $36,-862,940 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $2,062,510 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately since our last. The excises yielded about 3¼ millions; customs at the port of New York, $2,199,510, and at the outports about $750,-000 (in coin) more, making the grand total income for the week equal to about $6,936,850 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 90 millions.

The Gold speculation has been decidedly brisk and buoyant, since our last, influenced by various political reports, and by an active purchasing demand, largely to cover outstanding obligations. The price has ranged from 120⅛@123¼, the higher figure having been made on Monday, on which day, the dealings were unusually extensive. The later transactions in Gold showed a less confident temper. The closing quotation on Wednesday was 122. Government sold a million of Gold on the 6th inst., at from 120.25@120.35, and $1,670,000 on the 10th inst., at from 122.16@122.39. The latter was the dividend which U. S. Treasurer Spinner had received from the Sinking Fund interest of $1,693,000 in gold, which he at once decided to invest in the principal of the Sinking Fund. He accordingly ordered Assistant Treasurer Folger to sell the gold either privately or publicly, in his discretion, and with the proceeds to purchase bonds. On Wednesday, another million of Government gold was marketed at from 122.02@122.23. The general market closed tame and weak.

The customs revenue of the port on Wednesday was $421,454.

The coin balances of the Government at this port on Wednesday morning, amounted to about 76¾ millions.

The coin interest disbursements on Wednesday were $531,507.

The customs demand for Gold last week, averaged $393,500 a day; thus far, this week, it has averaged $281,424 a day, or equal to a weekly aggregate of $1,688,544. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $63,496; and in all 1869, $14,918,725, against $7,163,071 same time in 1868. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $66,921,093, against $62,016,536 in 1868–'69. At San Francisco, from Jan. 1, to Dec. 31, 1869, $8,832,806, against $8,546,543 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Jan. were about 87½ millions.

The exports of specie, from this port, last week, were $482,670, against $645,628 same week last year; total, since July 1, 1869, $17,168,130, against $22,335,424 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $10,194,506, and since July 1, 1869, $53,943,975, against $53,678,049 in 1868–'69. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1869, were $37,285,118, against $35,444,395 same time in 1868.

There has been a moderate movement in foreign exchange at about previous rates. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108½@108¾, and on Paris to 5.22½@5.17½; sight bills on London to 109⅛@109⅜, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been on a more liberal scale this week. The week's exports of domestic produce have been to the currency value of $3,518,756, making the total since July 1, 1869, $111,939,097, against $84,229,924 same time preceding fiscal year.

The reported auction sales of improved real estate in New York, last year, reached $16,021,-681, and of unimproved $11,725,029.

Government securities have been in lively request at decidedly higher prices. The demand has been largely for the 1862 and 1867 Five-twenties for export, and for the 1867 and 1868 Five-twenties, the Ten-forties and the six per cent. currency bonds, for home investment and speculative purposes. The offerings of bonds have been limited at the going rates. On Tuesday, Government bought in, on account of the Sinking Fund, $1,780,000 of Five-twenties at from 114.42@114.87, out of an aggregate offering of $3,625,-000. On Wednesday, the market exhibited less animation and less firmness.

U. S. sixes of 1881 closed here buoyantly at 118⅛@118¼; U. S. Five-twenties of 1862, 116@116⅛; U. S. Five-twenties of 1864 at 115⅝@115¾; U.S. Five-twenties of 1865 at 115⅝@115⅞; U. S. Five-twenties of 1865, consolidated, 114⅜@114½; U. S. Five-twenties of 1867, 114⅝@114¾; U. S. Five-twenties of 1868, 114⅝@114⅞; U. S. Ten-forties at 113@113⅛; U. S. Six per cent. currency bonds, 109¾@109⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 29.	Jan. 5.	Jan. 12.
Consols	92	92⅝	92⅝
U.S. 5-20's of 1862	85⅞	87¼	87
U. S. 5-20s, 1865	84⅞	86¼	86½
" 1867	84⅛	85¾	85⅞
" 10-40s	82⅞	84¾	84¾
Erie	18½	18	17½
Ill. Central	99¾	....	103
At. and Gt. West	25½	....	25

State bonds have been in much better request and generally stronger in price, the main exception having been the North Carolina Sixes, which have been depressed to 24@24½ for the new issue. Railroad bonds have been more sought after at advanced figures, including the Central Pacific Sixes at 90@91½; Western Pacific Sixes at 90 per cent. and interest, at which five-sixths of the whole loan have already been marketed, leaving only about $490,000 yet to be disposed of, Union Pacific Sixes at 81@81½.

The total sales at the Stock Exchange, last year, were only 10,573,058 shares of stock, against 19,713,402 shares in 1868. The transactions for the month of December were only 189,840 shares, against 1,093,730 shares for the same month of 1868.

General business has shown more animation in leading articles, including Breadstuffs and Provisions at, however, lower and irregular figures, and Naval Stores and Petroleum at advanced prices. Middling upland cotton closed heavily on Wednesday at 25@25⅛ cts. per lb. The stock of cotton now here is given at about 56,500 bales. The receipts at the port this week, have averaged about 3,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,415,400 bales, against 1,111,900 bales in 1868–'9; exports, same time 748,000 bales, against 700,600 bales same time in 1868–'9; stock on hand at latest dates, 415,000 bales, against 291,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 140 pkgs., against 88 pkgs., same time in 1869. From Boston, 55 pkgs., in 1870, against 696 pkgs. same time in 1869.

Foreign goods have been in rather better demand, but have been irregular in price. The week's imports reached a specie value of $4,552,-395.

At the Live Stock markets, this week, Beeves have been in more demand, at from 10@17¾c., per lb.; week's receipts, 5,859. Milch cows inactive, at $40@$100 each, receipts, 77. Veal calves in fair request at from 8@12½c. per lb.; receipts, 445. Sheep and lambs in less demand at from 5@8¼c., and 7@8½c. per lb.; receipts, 37,246. Swine in less request at 10¼@10¾c. per lb., all live weight; receipts, 9,753.

Ocean freights have been rather more active, and quoted somewhat stronger. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3d.@1s. 6d. by steamer, per bbl.; grain at 4½d. by sail, and 4½d.@4¾d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@22s. 6d. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 464.

The balance in the Sub-Treasury on Wednesday was $82,774,731 62.

The New York exports, exclusive of specie, for the week ending Jan. 11, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$3,376,680	$3,518,756
Previously reported	1,926,240	2,174,516
Since Jan. 1	$5,302,920	$5,693,272

The imports for the week ending January 8, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,037,193	$1,297,855
Gen. merchandise	2,500,320	3,255,040
Total for the week	$3,537,513	$4,552,895
Previously reported	.....	.....
Since January 1	$3,537,513	$4,552,895

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey new bonds, 98½; do., 2d mort., 94; Long Dock bonds, 82; Pacific 7s, guar. by Mo., 91½; Col., Chic. and Ind. Central 2d mort., 65; Buffalo, New York and Erie 1st mort., 84; Mil. and St. Paul 1st mort., Iowa Div., 82; Great Western 1st mort., 1888, 84½; St. Louis and Iron Mt. 1st mort., 81¾; Toledo, Peoria and Warsaw 1st mort., W. L., 79¼; Dubuque and Sioux City R. R., 107; Georgia 7s, 90; do., 6s, 81; Ohio 6s, 1881, 100; Louisiana 6s, 71; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 81; New York State Bounty Loan, reg., 108½; do., coupon, 107; Connecticut 6s, 99; South Caro-

olina 6s, new, 77½; Alabama 5s, 61; do., 8s, 95; Brooklyn 6s, W. L., 89½; Western Union Tele graph, 82⅞; do., 7s, 85; Adams' Exp. Co., 62½; Am. Mer. Union Exp., 37½; U. S. Exp., 54; Wells-Fargo Exp., 21; Benton gold, 0.12; Consolidated Gregory gold, 2.00; Grass Valley gold, 0.20; Liberty gold, 0.02; La Crosse gold, 0.16; Quartz Hill gold, 0.73; Smith and Parmalee gold, 1.85.

Philadelphia.—Lehigh Nav. conv. loan, 76; Huntingdon and Broad Top 1st mort, 78; West Jersey 6s, 89; Elmira and Williamsport 5s, 58¾; Pennsylvania and New York Canal 7s, 89¼; Phila. and Reading conv. bonds, 1886, 95; do., bonds, 1844–'80, 88; Bald Eagle 1st mort., 76½; Harrisburg and Lancaster bonds, 88; Chesapeake and Delaware Canal 6s, 93; Philadelphia and Sunbury 7s, 96; Camden and Amboy scrip, 64; Oil Creek and Allegheny River R. R., 38¼; N. Y. and Middle Coal Fields, 4⅞; North Carbondale Coal, 2; Big Mountain Coal, 6; Ocean oil, ½. The latest quotations are: City 6s, 97@97¼; do., free of tax, 100@100⅛; State 5s, coupon, 93@—; do., 6s, W. L., 102@—; do., 1st series, 102@102⅛; do., 2d series, 104@106; do., 3d series, 105@107; Reading, 47¼@47⅜; do., 7s, 1893, 103½@104; do., mort. 6s, 1880, 88@—; Camden and Amboy, 119¾@120¼; do., mort. 6s, 1889, 92⅞@93; do.. 1883, 85@—; do., 1889, 82@83; Penn. R. R., 54⅞@55; do., 1st mort., 97@98; do., 2d mort., 96@96¼; Little Schuylkill R. R., 41½@42; Morris Canal, 29@31; do., pref., 61@—; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Schuylkill Nav., 5@7; do., pref., 14@15; do., 6s, 1882, 53½@54½; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 86@—; do., 5s, 58@59; Lehigh Coal and Navigation, 33¼@33⅜; do., 6s, 1884, 82@82¼; do., R. R. Loan, 87½@88; do., Gold Loan, 91⅞@92; North Pennsylvania, 37@37½; do., 6s, 86@86½; do., Chattle 10s, 107@108; Philadelphia and Erie, 28½@29; do., 6s, 86@88; Minehill, 51⅞@52; Catawissa, 14@15; do., pref., 35@35¼; Lehigh Valley, 52¾@53; do., 6s, 93½@95; do., 6s, reg., 94@—; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 39½@41; Thirteenth and Fifteenth, 18¾@19¼; Spruce and Pine, 20@25; Green and Coates, 38@39; Chestnut and Walnut, 45@46; Hestonville, 11@11¾; Union, 40@43.

Boston.—Chillicothe and Brunswick R. R. 8s, 1894, 82½; Vermont Central 1st mort., 81; do., 2d mort., 35; Vermont Central and Vermont and Canada 8s, 1889, 100; Eastern R. R. 6s, 1874, reg., 95½; Central Pacific 7s, 1883, gold, 106⅜; Lake Superior and Mississippi 7s, 1896, gold, 93; Great Falls and Conway R. R. 6s, guar., 95½; Burlington and Missouri River Land Grant 7s, 85; do., 8s, 1879, 94¾; Western 6s, 1875, 95¾@97⅛; Eastern 6s, 1875, 92¾; Connecticut and Passumpsic Rivers 7s, 100⅛; Stanstead, Shefford and Chambly 7s, 1887, 79; Cedar Rapids and Missouri R. R. 7s, 1916, 85¼; Old Colony and Newport 7s, 1877, 101; Cape Cod R. R., 66: Summit Branch R. R., 25¾; Eastern (N. H.) R. R., 111½; Stonington Branch R. R., 80¾; Norwich and Worcester, 108¼; Union Horse R. R, 100; Boston Water Power Co., 14½; Cary Imp., 6½; Waverly Land, 1¾; Ophir (N. S.) gold, 14c.; Short Mountain Coal, ex-div., 11½; Connecticut 6s, 98; Rhode Island 6s, 1894, 97⅝; Maine 6s, 1889, 98¼; Massachusetts 5s, 1894, gold, reg., 100¼; do., 6s, 1871, gold, 118; Cook County Ills., 10s, 1871, 101; Hartford 6s, 1887, 93¼; do., 1879, 94½; Bangor 6s, 1894, R. R. Loan, 86; Portland 6s, 1887, Building Loan, 95½; do., 1887, R. R., Loan, 90¾; do., 1866, municipal, 95⅝. Cincinnati 7 3-10s, 1899, 102¼; St. Louis 6s, 1887, sewerage, 82¼; Chicago 7s, 1894, 93½; do., 1874, 92; Cambridge 6s, 98⅜; Boston 5s, 1887, gold, 100⅝; do., 1876, gold, 101⅛; do., 1875, indorsed, 100¼; do., 6s, 1877, currency, indorsed, 100¼; Bath 6s, 1891, 85; Augusta 6s, 1870, 99; Hallowell 6s, 1870, 99½; Gardiner 6s, 1870, 99½; Brooklyn 6s, 1896, 89; Allouez Mining Co., 1⅜; Hancock, 2.

Baltimore.—Maryland 6s, 1870, 94¼; Virginia 6s, old, 43; do., 6s, 1867, 51; do., 1866, 55; Orange, Alexandria and Manassas 7s, 1882, 69½; Orange and Alexandria 2d mort., 70¾; do., 3d mort., 8s, 81; Pittsburg and Connellsville bonds, 87; Central Ohio 1st mort., 80; Memphis City 6s, 48. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 86½@—; Balt. and Ohio, 123@123½; do., 6s, 1875, 91⅝@—; do., 1880, 91¼@92; do., 1885, 92½@93; Northern Central, 43@43¼; do., 6s, 1885, 86@87; do., 1900, 83⅝@84; do., 6s, 1900, gold, 95@100⅛; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 90@90¾; do., 2d mort., 88@—; do., 3d mort., 1885, 83@—; Marietta and Cincinnati 7s, 1892, 88¼@89; do., 2d mort., 63¾@64; Central Ohio, 24@26; do., 1st mort., 80@81; Western Md. 6s, 1890, 65@65; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 30@—; do., 6s, guar., by Washington Co., 65@75; Richmond and Danville bonds, 69½@70½; Orange and Alexandria 1st mort., 6s, 80@82½; do., 2d mort., 6s, 70¾@—; do, 3d mort., 8s, —@81; do., 4th mort., 8s, 72@73½; Orange, Alexandria and Manasas 7s, 69@69½; Virginia and Tennessee 8s, 71¼@74; Baltimore 6s, 1875, 92@92½; do., 1886, 90@90½; do., 1890, 91½@92; do., 1893, 91@—; do., 5s, 1838–'70, 70@75; Memphis City 6s, 48@48¾; Maryland Defense Loan, 99⅞@100; City Passenger R. R., 18½@20½; George's Creek Coal, 52@69½; Atlantic Coal, 1.90@3.00; Bare Hill, 0.05@0.50.

☞ FIRST CLASS SECURITIES. TANNER & CO., BANKERS, No. 49 Wall st., New York, have for sale a line of investment securities of the highest order. Among them,

6 Per Cent. First Mortgage Gold Bonds St. Louis and St. Joseph R. R. Co., May and November.

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10 Per Cent. Bonds of Marion County, Missouri, May and November.

10 Per Cent. Bonds of Monroe County, Missouri, January and July.

All of which we can recommend with the utmost confidence.

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No. 49 Wall street, New York.

☞ An extensive vein of bituminous coal has been discovered twenty-eight miles above Chico and seven miles from the California and Oregon Railroad. The vein is thirty feet thick. The coal is free from sulphur. The discovery is regarded of great importance to Northern California.

Maryland Railroads.

The Governer of the State of Maryland, who is also President of the Baltimore and Potomac Railroad Company, says in his message, that work upon his road is rapidly progressing. Forty miles of it were graded during the last year; the rest of the grading is already under contract or will be immediately. Much heavy bridging has been constructed; many cross ties have been purchased and delivered along the line, and he confidently predicts the completion of the whole road from Baltimore to the Potomac River in Charles County within two years. The importance of this road to the State, opening as it does another communication between Washington and Baltimore, and establishing direct railway, and the shortest connection between Baltimore and the South and Southwest, cannot be over-estimated.

The Metropolitan road has been commenced. The Southern Maryland Railroad has been surveyed, its Board of Directors organized, and it is said the road will soon be placed under contract; the Drum Point road has also been surveyed and favorably reported on; the Maryland Central road is in active and interested hands, and the Governor looks hopefully to the speedy construction of all these, and still other roads tending to the advancement of the State's prosperity and growth.

New Bedford and Taunton Railroad.

The gross receipts of this road for the year ending November 30, 1869, were $200,162 54; total expenditures, $148,723 96; net income, $51,438 58. The above does not include receipts and expenses of the Fairhaven road, which are as follows: Gross receipts, $55,069 42; expenses, $50,301 96; net income, $4,767 46; making the total net income of the N. B. & T. R. R. Company, $56,206 04. The company has paid as dividends, during the year, $40,000; and its surplus now is, $119,163 41.

☞ The Belair *Record* says that Engineer Fuller has completed the survey of the "Plum Tree Branch" line of the Harford County Railroad, and reached Magnolia, on the Philadelphia, Wilmington and Baltimore Railroad, on an average grade of less than fifty feet per mile. The length of this route is under ten miles.

☞ The Board of County Commissioners of Washington County, Md., have made provision for the payment of the interest on the bonds of the Western Maryland Railroad endorsed by the county, and not on the bonds of Washington County, as stated in our last; that interest has always been met promptly at maturity.

☞ The Richmond, Virginia, *Dispatch* says that the amount of money in the State Treasury on the 4th inst., was $756,000, of which $250,000, has been paid over to the Second Auditor, with which that officer will pay the January interest on the State debt. The July interest on the foreign debt will also be paid at once.

☞ The Utah Central Railway has been completed. The last rail was laid at the depot grounds in Salt Lake City on the 10th inst., with imposing ceremonies.

☞ The stockholders of the Lexington and Arlington Railroad have ratified the action of the Directors in selling the road to the Boston and Lowell Railroad Corporation for $140,000.

Two-Feet Gauge Railway.

The Festiniog Railway was first brought under the notice of the public in a paper read by Captain Tyler at the Institution of Civil Engineers in 1865. Its construction was authorized by an act passed in 1832. It was originally designed as a tramway for the conveyance of slate, coal and stone from the quarries in the hilly districts of Merionetshire to the various ports of shipment. The conditions attached to the making of the road were of a very unusual character. The lands to be taken for the purposes of the road were in no case to exceed twelve feet in width, except where necessary for station purposes, cuttings or embankments, and the gauge on the road was in no case to exceed three feet. The difference in level between the terminus at Portmadoc and the top of the mountain at Dinas was 700 feet, the distance traversed 12½ miles, so that a continuous gradient of 1 in 92 had to be surmounted. The steepest gradient is 1 in 60, and the curves are in some cases as sharp as two chains radius, and in two instances only 116 feet. The line is a succession of curves, and so close do they follow each other that an ordinary train on some parts of the line is on three separate curves at the same time; at one part the curve is so sharp that the engine is abreast of the last carriage in the train. The gauge of the line, instead of being three, is only two feet. Three lines of this gauge may be laid within the seven feet of the Great Western, and leave one foot to spare, or three of these could be laid in the six feet usually left between lines on the narrow gauge roads. Strange things indeed have come to pass in the railway world since Brunel sent to the Directors of the Great Western that famous report of his which recommended the adoption of the seven feet gauge as the best, and in the end the most economical, that could be adopted. That seven feet gauge has all but disappeared, and at the moment when the Directors of the Great Western are congratulating themselves upon the rapidity with which the conversion of a section of their road into the 4 feet 8½ inch gauge was carried out, we have to record the remarkable success of the two feet gauge. Starting from London on the broad gauge, we changed on the narrow at one portion of our journey into Wales, and at last found ourselves in the presence of the miniature line at Festiniog. These several gauges may be taken to represent the past, present and future of the railway system of the country. We do not mean to be understood as supposing that the two feet will be the future gauge of all the railways, but it is one which sooner or later will be extensively adopted on the score of its economy and efficiency, and because of the practical solution which it will afford of the great question of reducing the proportions of dead weight to paying loads on our railways.

A few words on the practical question of the financial results of the working of the Festiniog Railway will awaken the interest of the holders of railway stock to the subject. This little wonder of a railway, then, pays 30 per cent. upon its original capital. Yes, positively 30 per cent. upon its original capital. The line was originally constructed for £36,000, or less than £3,000 per mile, including a tunnel of something like half a mile in length, and a series of shelf-like cuttings on the side of the syenite mountains up which it winds its way, resting in some parts on breast walls of more than fifty feet in height, and a goodly proportion of it under and over bridges. Since the line was made, about £50,000 has been expended upon improvements, additions to the rolling stock, and other matters, which, paid out of revenue, has since been capitalized, and the total capital now is £86,000, or say a little over £6,000 per mile. For the half year just ended the shareholders have received their usual dividend of 6 per cent., or 12 per cent. per year upon the whole capital, or as we have just stated, 30 per cent. upon the sum originally expended.

"How is it," we may be asked, "that such results as these can be obtained?" The answer is a very simple one. It is because the proportion between the dead weight and paying weight is so much less than upon other railroads. The engine and tender upon this line weigh about 10 tons as against 40 tons upon the wider gauge of other lines. Instead of a first class carriage weighing 7½ tons, to carry 32 passengers, and representing nearly 5 cwt. of dead weight for each passenger, the carriages on the Festiniog weigh only 30 cwt. for 12 passengers, or 2½ cwt. for each person carried. On this miniature line a truck weighing 17 cwt. is made to carry a load of nearly four times its own weight; while on the ordinary gauge a truck will not carry more than twice, and in many instances a load not greater than its own weight. Here, therefore, is the great secret of success, and the lesson which the experience of the working of this small Welsh line teaches is that the nearer we can approximate to the paying load the greater will be the profitable results obtained. The amount of business done on the line, from which this satisfactory dividend was obtained, is small compared with the figures to which we are accustomed in the reports of other railways. The quantity of slates carried was 112,051 tons, and merchandise 14,693 tons. The train miles run were 46,732. The total receipts were £22,852, and the money value of increased stock £5,655. Total expenditure was £17,871, or including tolls, rates and taxes, about 42 per cent.

The line is worked by a class of engines designed by Mr. Fairlie, C. F., of which the seventh —the "Little Wonder," constructed by the Fairlie Engine and Steam Carriage Company at New Cross, is a fair type. It has four cylinders, 8⅞ in. in diameter, with 13 in. stroke and 2 ft. 4 in. (28 in.) coupled wheels. The tanks contain 1,000 gallons of water, and the whole weight, in steam, is estimated at about 20 tons. The total wheel base is 19 feet, each bogie having its wheel centres spaced 5 feet apart. For each pound average effective pressure on the piston sixty pounds of tractive force are exerted at the periphery of the driving wheels, or with 100 pounds mean effective pressure, a total force of 6,000 pounds. The "Little Wonder" is worked at a boiler pressure of 160 pounds to 200 pounds; the boiler, of Sir John Brown's steel, being 2 feet 4 inches in diameter, ⅜ inch thick, and double riveted in the longitudinal seams. The engine easily hauls from 100 to 150 empty slate trucks up the line, or, say 100 to 150 tons, including its own weight, on a line rising, on the average, 1 in 92, and occasionally 1 in 80.

On a recent trip made over the line, at which Lord Alfred Paget, Mr. Moon, the Chairman of the London and Western Railway, and a number of other gentlemen interested in railway matters were present, the load taken by the engine was made up of the following:

	Weight. Tons.	cwt.	Length. Yards.
111 slate wagons	74	0	287
6 carriages	9	0	22
60 passengers	4	10	...
12 goods wagons	26	6	30
	113	16	339
Add the engine	20	0	9
	133	16	348

Making together a total load of 133 tons 16 cwt., and a total of length of train, 348 yards. *The Engineer*, in its account of this trip, says:

Over the new portion of the road a speed of over 16 miles an hour was attained with ease, and on one occasion a velocity of about 35 miles an hour was reached, the bogie engine swinging round the curves with graceful ease and a total absence of strain or jerk. During each minute the train passed over a distance 1,760 feet, and as the wheels were 2 feet 6 inches in diameter, they made 240 revolutions per minute, a velocity increased during many portions of the run to as much as 360 revolutions per minute; but even at this tremendous speed—corresponding to a velocity of about 90 miles per hour for a 7 feet wheel—the engine run with an almost total absence of oscillation, nor did the bearings heat in the slightest degree. A speed of 90 miles has never yet been attained on any railway, and up to the present moment it follows that the narrow gauge has beaten the ordinary gauge in its relative power of transporting passengers at high velocities. Nor is to be assumed that 35 miles an hour is a limit which cannot be exceeded. It is to be borne in mind that the Festiniog engines are really good engines in relation to the road on which they run. The "Little Giant," with 2 feet wheels, works under just the same relative conditions as a 4 feet 8½ inches engine, with 4 feet 8½ inches wheels. No one expects an express speed from such engines; but there is no good reason why the Festiniog line should not be worked with 3 feet wheels, that is to say a gauge and a half high—a proportion adopted in many of the best engines of the day which have driving wheels 7 ft. 1 in. in diameter.—*London Railway News.*

Journal of Railroad Law.

PASSENGERS OF RAILROAD COMPANIES FOR VIOLATIONS OF ITS RULES CAN BE EXPELLED AT STATIONS—STATUTORY CONSTRUCTION—LAW OF EVIDENCE.

The facts in the late case of The Illinois Central Railroad Company *vs.* Sutton, (42 Ill., p. 438,) are fully and clearly stated in the following by

LAWRENCE, J.—We held in the case of the Chicago and Alton R. R. *vs.* Flagg, that when a railway company carries passengers in a car attached to a freight train, and adopts a regulation requiring tickets to be purchased before entering the train, and a passenger disregards the rule, he can only be expelled from the train at a regular station. It is urged that this provision of the statute, forbidding passengers to be elsewhere expelled, applies only to the case of refusal to pay the fare and not to a violation of any other reasonable rule. But the wilful neglect to buy a ticket at the time and place required by the rules, and the refusal to pay the fares, are substantially the same offense against rights of the road, and the former can be visited by no heavier penalty than the latter. But in this case, as in the other above referred to, there was no satisfactory proof that the plaintiff was cognizant of the rule, and he offered to pay his fare to the conductor, who refused to receive it, and compelled him to leave the train at some distance from a station. He was, indeed, informed of the rule just before the train started, and then sought to buy a ticket, but the office was closed. Under these circumstances he was clearly entitled to his action.

He claims to have been suffering from disease, and that it was aggravated by the walk incident to his expulsion from the cars. To prove this, a physician was examined, who testified he visited the plaintiff and found him suffering much pain; that he had been attending him for two years, and had cautioned him against severe exercise, and that the plaintiff informed him his present condition was caused by over exertion in walking. The defendant moved the Court to exclude so much of this evidence as related to what the plaintiff said of the cause of his condition. This the Court refused to do, and in this decision there is error. A physician, when asked to give his opinion as to the cause of a patient's condition at a particular time, must necessarily, in forming his opinion, be to some extent guided by what the sick person may have told him, in detailing his pains and sufferings. This is unavoidable, and not only the opinion of the expert, founded in part upon such data, is receivable in evidence, but he may state what his patient said, in describ-

ing his bodily condition, if said under circumstances which free it from all suspicion of being spoken with reference to future litigation, and give it the character of *res gestæ*. But to permit a party to prove what he himself stated to his physician, not in regard to the character and manifestations of his malady, but in reference to its specific cause, when that is one of the issues before the jury, would be carrying an acknowledged departure from the ordinary rules of evidence having its origin in necessity, to a most dangerous extent. State of Vermont *vs.* Davidson, 30 Vt., 377.

The propriety of enforcing this rule in the present case is manifest from a careful consideration of the evidence. The physician was asked as to his professional opinion of the cause of the plaintiff's illness. This opinion he gives nowhere in his testimony, but instead thereof, he states that the plaintiff said his sickness was caused by over exercise in walking. True, the physician says he had cautioned the plaintiff against over exercise in walking, and that walking would injure him, but he does not give his professional opinion, that the illness which confined the plaintiff for several weeks, was due specifically to that cause, although that impression is allowed to be made upon the minds of the jury. It seems to us not impossible the physician may have been unwilling to state as his own belief, that the plaintiff's long confinement was due to the walk taken by him after having been expelled from the railway train. That expulsion occurred only between one and two miles from the station. It appears in the testimony that plaintiff "was walking about the premises," while waiting for the train at the station. He was engaged in the tin and hardware business, and two of his witnesses swear his time was worth fifty dollars per day. If that was true he must have been leading a life of great activity. We can well see, therefore, that the physician may have been in doubt as to whether the walk of that day caused his illness, and whether in doubt or not, he should not have been permitted, against the objection of the defendant, to give to the jury the statement of the plaintiff in lieu of his own professional opinion. It is urged by counsel for appellee, that the fact of his having been obliged to walk from one to two miles is proved by other witnesses. That is true, but the question was, whether his illness was attributable to that walk, and on that point the only direct evidence in the record was the statement of the plaintiff himself. Perhaps the jury would have presumed this from the fact, that the illness immediately followed the walk, and from the statement of the physician, that the plaintiff had for a long time been suffering from a disease which would be aggravated by severe exercise. But we cannot tell how far the jury may have been influenced in fixing the damages by this statement of the plaintiff, given to them through the physician, and as it was illegal evidence, we must reverse the judgment, and remand the cause for another trial.

Judgment reversed.

☞ The East Tennessee and Virginia and the East Tennssee and Georgia Railroads have been consolidated. The new company has assumed the name of the "East Tennessee, Virginia and Georgia Railroad Company.

Cleveland and Pittsburg Railroad.

The receipts of this road for the year ending November 30, 1869, were $2,430,675 96, and the expenses, $1,456,649 67, leaving as net earnings, $954,027 10. Out of the net earnings, $413,601 79 was paid on mortgage interest, lease of track, sinking fund and mortgage bonds of 1900, leaving a surplus of $540,425 40 as net income from the business proper of the road. To this must be added the amount due from the Pittsburg, Fort Wayne and Chicago Railroad for the four quarters ending September 30, 1869, which as now settled, is $196,459 98. The settlements since January 1, 1869, are subject to revision and alteration under the existing contract and amendments; therefore this amount is not included in the statement above.

There have been paid out of the above surplus three dividends free of Government tax, as follows

April 13, (tax included)	$125,466 12
July 10, (tax included	128,580 53
October 20, (tax included)	132,648 42

Compared with the previous year the gross receipts show an increase of $107,316 06, with a decrease in expenses of $13,775 87, making an increase in the net earnings of $121,091 93.

Of the expenditures the following are the items pertaining to the cost of equipment. Five new engines, $61,300; one new passenger coach, $3,781 95; five new caboose cars, $5,653 38; three hundred gondolas, $184,131 53; fifty new box cars, $40,000; machinery and personal property, $1,562 31. Total, $296,459 17.

In October, the directors ordered an increase of capital stock of fifteen per cent. to be distributed to the stockholders on and after November 6th, 1869, amounting to $945,071 25. The total capital stock outstanding at the close of the year is $7,241,475, an increase since the close of last year of $1,282,700, which is accounted for as follows:

Increase of November, 1869	$940,750 00
Conversion mortgage bonds	340,500 00
Exchange of fractional scrip, &c	1,450 00
Total	$1,282,700 00

North Pennsylvania Railroad.

The earnings of this road for the fiscal year ending October 31, 1869, were $1,132,731 14, the expenses, including renewals and repairs, $640,262 31, and the net earnings, $492,468 83. The charges for interest, United States and State taxes, &c., were $275,769 76—leaving $216,699 07 as the net profit for the year, being a fraction under seven per cent. on the capital stock of the company.

Out of the profits of the past year a scrip dividend of five per cent. (convertible into 7 per cent. bonds of the company) has been declared. Five first-class locomotives, four first-class passenger cars, and one hundred and ten freight cars have been added to the rolling stock. The road is now in a better condition than ever before.

☞ The receipts of the Cambridge Horse Railroad Company for the year ending November 30, 1869, were $427,047 17, and the expenses, $417,692 74, showing an excess of receipts of $9,354 43. No dividend will be declared. An increase in the capital stock of the company to the amount of $200,000 was recommended.

Finances of Rhode Island.

The funded indebtedness of the State at the close of the rebellion was $4,000 000, of which there has subsequently been redeemed $1,072,500, leaving outstanding $2,927,500 in State bonds, bearing interest at six per cent. per annum, payable semi-annually. None of the bonds are payable previous to 1882.

At the end of the fiscal year, April 30, 1868, the Treasury was overdrawn $61,574 62.

The receipts from the ordinary sources of revenue for the fiscal year ending April 30, 1869, were	$688,503 99
Payments during the same period, exclusive of $61,474 62 for overdrafts, and $132,000 for redemption of State bonds, were	440,590 71
Being an excess in receipts of	$247,912 38

Deducting the last two items above named, for overdrafts and bonds redeemed, and adding receipts from other sources, there remained in the Treasury on the 30th April, 1869, $123,224 48.

The estimated receipts of the fiscal year ending April 30, 1870, are	$650,000 00
Estimated payments	580,000 00
Excess of receipts	$70,000 00
To which add the balance in the Treasury on the 30th April, 1869	123,224 48
Will leave in the Treasury	$193,224 48

Finances of New Jersey.

The receipts of the treasury on account of State fund during the year ending November 30, 1869, were $678,908, and the disbursements (including $93,270 refunded to war fund,) $676,147—leaving balance in bank, $2,761. The receipts on account of the war fund, (including $93,270 from State fund, and $27,549 from the United States,) were $415,833, and the disbursements (including $290,000 to Commissioners of the sinking fund,) $415,397—leaving balance November 30, 1869, $1,436.

The war debt has been decreased $99,900 within the year by bonds taken up by the Commissioners, leaving the balance of war bonds outstanding November 30, 1869, $3,096,200, and at this date $100,000 less, being amount due and paid January 1, 1870.

The outstanding indebtedness of the State (war fund) on the 30th of November, 1869 was	$3,096,200
From which deduct assets in bands of Commissioners	1,044,929
Leaving an indebtedness beyond assets of the sinking fund	$2,051,270

The receipts of the school fund have been $137,681, of which $100,000 have been distributed to public schools, and $27,393 invested for the fund, leaving balance in bank, $9,287. The aggregate of the school fund is $570,391.

☞ The receipts of the South Boston Railroad Company for the year ending November 30, 1869, (including $314 54 from the previous year,) were $232,391 06; and the expenditures, $190,591 62—leaving a balance of $41,799 44; out of which dividends have been declared amounting to $33,684 20, leaving a balance on hand at the close of the year of $8,115 24.

☞ The Directors of the proposed Rochester and State Line Railroad have adopted the Wes or Warsaw route.

Finances of Missouri.

From the message of the Governor we learn that the debt of Missouri in 1869, was $3,000,000. The interest on the bonds for July is already provided for; that of January following can easily be arranged. There is now in the Treasury nearly $600,000 which belongs to the interest fund. The principal of the bonds maturing in 1872, amounts to $477,000, and that of 1873, of $680,000, can also be promptly met. During the past year 360 miles of railroad were built, and 1,035 miles are now in course of construction. The public school fund amounts to over $1,600,000, and the schools throughout the State are prosperous.

☞ Of the five railroads which have their termini at Sacramento, the Central Pacific Company has control of four. The only exception is the California Pacific, which is extending its line northward toward Oregon, and will contend with the Central Pacific for the control of the business of transportation in Northwestern California.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

IRON RAILS.

IRON RAILS OF SUPERIOR QUALITY FROM THE CELEBRATED PARK GATE IRON COMPANY, OF ROTHERHAM, ENGLAND. For sale by

WM. BAILEY LANG & CO.,
No. 54 Cliff Street.

Novel Improvements for R. R.

Novel devices, keeping cinders, sparks, dust, etc., out of railroad cars and other windows; slats are made vertical, with raised centres of any material, to move or remain stationary as required, so that the velocity of the car current of air will reverse them, and glide the dust, cinders, etc., away. Ventilators, removing foul air, replacing it with pure air in cars, etc., by drum, two conical tubes by the pressure of air through the small tube into a larger tube, creating vacuum to draw the air through the deck into the larger; the drum revolves bringing the larger end of the tube to receive the air by velocity of the car, the pure air is replaced at the bottom of the car by use of wire cloth, conical shape small end open and downwards. Rails to prevent sliding or movement either way, and the use of fish joints, etc.; they have Vs rolled under them and about half circular on the sides of the rise, and bolted in the middle of the rail where there is no expansion or contraction. Notes from car builders and others will be attended to. Models, etc., may be seen at the office of the inventor.

A. BEEBE,
78 Cedar st., N. Y.

THE WHARTON

Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Clawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
4t49 **New York.**

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston,

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the Corporation of the City of New York, due February 1st, 1870, will be paid on that day, by PETER B. SWEENY, Esq., Chamberlain of the City, at his office, in the New Court House.

The transfer books will be closed TUESDAY, January 4, 1870.

RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, NEW YORK, Dec. 30, 1869. 4t2

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, January 4, 1870. A dividend of FIVE PER CENT. in cash, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the seventeenth day of January instant, after which date and until the fifth day of February next, the transfer books will be closed.

THOMAS E. WALKER,
4t2 Treasurer.

RAILROAD CAR MANUFACTORY FOR SALE.

THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.
Lots Nos. 42, 44, 46, and 48 Steuben street: and
Lots Nos. 45 and 47 on Morgan street.
Together with the buildings, factories, shops, and improvements thereon erected.

Dated Jersey City, November 6th. 1869.

THOMAS W. JAMES
ISAAC I. VANDERBEEK,
Executors.

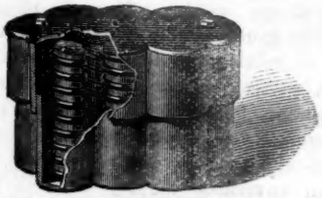
N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.

VOSE, DINSMORE & CO.,

National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,
MANUFACTURERS OF

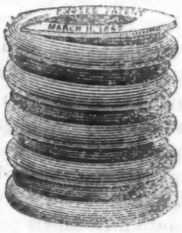
RAILWAY CAR SPRINGS.

The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral.

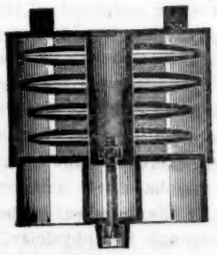
Large Rubber Centre Spiral.



Compound Spiral.

Soid India Rubber.

Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

I. A. WILLIAMS'

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

STAR RUBBER CO.,

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MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS,

STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted ; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

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WHIPPLE MANUFACTURING COMPANY,

MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

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Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

STAINED GLASS.

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GLASS STAINER, EMBOSSER AND ENAMELER FOR

Car Builders and Railroad Companies,

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RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y,

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BEST 4 PLY, 100 TO 140 INCHES,

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LOW AND ELEVATED DOUBLE OVEN

RANGES,

BALTIMORE FIRE-PLACE HEATERS, HEATING, COOKING, LAUNDRY AND

DEPOT STOVES.

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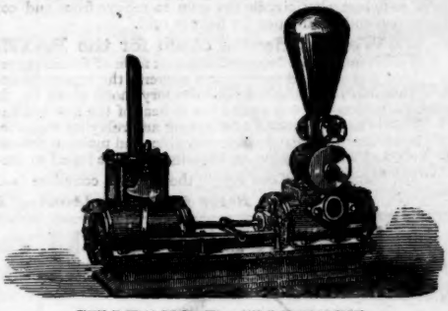
MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimnies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,

61 Milk-St., Boston, Mass.

Niagara Steam Pump Works.



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Sole Manufacturer of

Hardick's Patent Double-Acting

Steam Pump and Fire Engine.

Patented in England, Belgium and France. Send for Circular.

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BOLT AND NUT WORKS.

Tenth, Walnut and Wilson Sts.

MANUFACTURE

From the best Refined Iron

Bolts, Nuts, Washers, Fish Joints, Etc.

BRIDGE & CAR FORGINGS a Specialty.

Estimates furnished upon receipt of specifications.

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Bolts, Nuts, and Washers,

Railroad Joint Fastenings,

IRON TRUCKS, FROGS, BRIDGE BOLTS, FORGINGS, &c.

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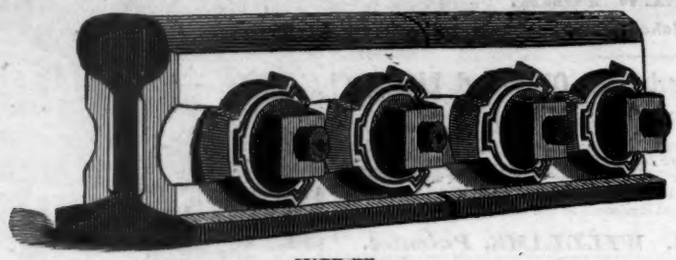
N. Y. OFFICE, 20 CLIFF-ST.,

JOHN A. MILLARD, Jr., Gen. Agent.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.

The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 21, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer AMERICA, will leave San Francisco Feb. 1, 1870, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on THURSDAY, Jan. 20. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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—AND—
Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

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COMMISSION MERCHANTS,
70 and 71 West St., New York,

Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
CUMBERLAND COALS.

ROPER CALORIC ENGINE CO.,
No. 46 Cortlandt st., N. Y.

New style Hot Air Engines. Send for Circular.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

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